



Reference : SKPR-123

COLSTERWORTH AND DISTRICT PARISH COUNCIL RESPONSE TO THE SOUTH KESTEVEN LOCAL PLAN 2023-2043: REGULATION 18 LOCAL PLAN – PROPOSED HOUSING AND MIXED-USE SITE ALLOCATIONS

1. This further response has been agreed at the Colsterworth and District Parish Council (CADPC) meeting on 01 July 2025 regarding the current consultation following the revised land allocation by SKDC due to the publication in December 2024 of the new National Planning Policy Framework (NPPF).
2. This relates to **SKPR-309 (previously SKPR-120 and SKPR 232)** Colsterworth Land at the East of Stamford Road, Colsterworth for 310 houses (increased from 70 on 3.9 Ha). This also appears to incorporate **SKPR-127?** SKDC considerations of those land allocations at the first consultation stated:-

SKPR-120 Colsterworth Land at Bourne Road

“The site has some merit but is not proposed for allocation at this time as other more suitable sites are available to meet required need across the plan period”

SKPR-232 Colsterworth Land South of Bourne Road and East of Stamford Road

“Site offers a suitable and sustainable location for housing development within the larger village of Colsterworth. Site has been assessed as a whole, however, a smaller site size (3.9ha) has been considered for allocation at this time. Reduction of site size will help to mitigate impact on highway network. Pedestrian links to be provided into the village.”

SKPR-127 Colsterworth Land to the East of Stamford Road Close

“The site has some merit but is not proposed for allocation at this time as other more suitable sites are available to meet required need across the plan period”

3. It is worth noting that in 2009 this area of land for housing on a smaller scale was rejected (**Site Reference: COL09 (8.99 ha)**)

Site Description

Large site located to the south of the village.

Comprises a large agricultural field which slopes upwards away from the residential development along Bourne Road.

Previous applications for residential development have been refused.

Summary of Assessment

Constraints:

Highway Authority: objection. Major highway concerns about the capacity of Bourne Road junction. Public footpath crosses the site.

Anglian Water state direct connection to STW is required.

Impact:

Edge of settlement site which is large and slopes upwards away from the existing residential development. Development in this location would encroach on open countryside and impact on the landscape character (medium high) of the landscape and the visual character of the village.

Consultation Response:

Conclusion

Not considered to be suitable for allocation: This is a large site located in open countryside, outside village confines. There are Highway Authority concerns about access.



4. Our previous response to **strongly object to the land allocation** for 70 houses remains and we believe that this is now a disproportionate and unsustainable increase in allocation. We believe that the development principles you have outlined, based on the responses to the previous consultation, does not robustly address or offer any mitigation for the material considerations we have identified.
5. Having offered a potentially more suitable location (SKPR-237), we are of course disappointed that the landowners were not able to make this land available to you to consider as part of your review.
6. This has now resulted in a four-fold increase in the allocation from 70 to 310. This also means that the number of households in Colsterworth would increase by 42% (currently 736 houses in Colsterworth (*Source: Parish OnLine June 2025*)).
7. We have also considered the impact of the increased allocation in our neighbouring Parishes at South Witham (167 houses already identified) and Corby Glen (293 additional houses to the 144 already identified); these are communities we share amenities and core services with and have common challenges with the road network, particularly the A1. This is reflected in your original assessment of SKPR-232 as noted above.
8. The cumulative impact of these allocations away from the towns (over 900 households in total) we understand provides a justification for developers to fund a new primary school and potentially a secondary school prior to any planning consent being given.
9. We acknowledge that the Planning Authorities have had increased housing targets imposed, and we believe that in our particular case this is to accommodate working people from Peterborough and not for the local community.
10. We are particularly concerned that this allocation will have a negative impact, not only in respect of the infrastructure that will be required but the actual development and building process; therefore, strict conditions must be imposed in any future planning applications by developers to mitigate this.
11. There are also other emerging issues that will have a disproportionate impact in our Parish over the next few years including the Weston Marsh to East Leicestershire electricity connector, Kilside Energy Park and Mallard Pass Solar Farm in our neighbouring Parishes, the potential appeal regarding the ADP at Gunby and the Local Government Re-organisation; the cumulative impact of all these developments for the Local Plan period must be taken into account. More recently there has been a planning application submitted (S25/1312) for the development of land to the east of the A1 and A151 for heavy duty plant hire and workshop business (see 13b for further comment).
12. Any development will have a detrimental impact on existing infrastructure which is already at capacity in terms of education, healthcare, water and sewage, road networks, communications, community hubs and the already limited amenities and services. This disproportionate allocation will seriously undermine your assessment that Colsterworth is a sustainable village and we believe that the allocation does not protect the existing community.
13. In response to the specific development principles you have suggested; we would acknowledge that these are referenced in our original response, however due to the disproportionate increase in land allocation and the emerging issues, we would suggest that the situation has changed significantly and the mitigation you are proposing is not sufficient.

Master Plan:

We welcome the suggestion of a "Master Plan" but at this stage have no concept or details of what that will look like, who will be involved, what the timeframes are and how that will be developed in conjunction with the local community.

The "Plan" needs a clear definition of "infrastructure" and "amenities" and should then set out clear, robust and enforceable conditions on developers to deliver this before any planning consent is given.

Lack of local shops, services and amenities results in a disproportionate increase of car-dependent housing to the villages away from the existing town centres and public transport links.

We would expect this plan to consider the Future Homes Standard, Biodiversity Net Gains, Accessibility Rules and electric vehicle charging requirements that Developers must fulfil in any planning applications.



We would expect to see a clear framework set out in relation to the Developer Contribution ensuring the infrastructure required is put in place within acceptable timeframes of any development.

We understand that SKDC are not signed up to the Community Infrastructure Levy and will rely on S.106 Agreements. We would urge SKDC to ensure that resources are in place for the Planning Authority to be able to negotiate with developers during any development to ensure any financial viability assessment is open, transparent and deliverable and has funding “trigger points” that are not detrimental to the existing or new community.

CADPC are aware that any S.106/CIL needs to be properly costed and put forward and would request early involvement in any further development. CADPC are also aware that it can be several years before public services meet the trigger points within any S106 agreement potentially leaving a community depleted/without services until these have been implemented.

CADPC would expect to be included in discussions regarding a robust infrastructure upgrade plan which are essential for any future developments that could drastically increase the population of the Parish. This must also pay regard to the cumulative impact on shared services with our neighbouring Parishes, such as:

- Lack of current nursery and pre-school capacity
- Lack of current capacity at the Primary School and Secondary schools
- Lack of current capacity at the GP Practice and associated healthcare services. A new GP Surgery is required as there is no opportunity to expand on the fabric of the existing surgery as it stands. It needs to be more accessible and modernised offering more services
- In addition to primary healthcare services, provision should be made for increased secondary healthcare services and emergency/ambulance services
- No permanent Post Office
- Loss of Police/Community Office and no Community Policing
- Sewage and Water provision including flooding and drainage
- Communication – internet facilities at peak times
- Play/Open Spaces
- Community/Neighbourhood Hub/shop
- Fire service
- Highways

a) *A public right of way passes through the site – this shall be retained and incorporated into the development of the site where possible:*

We welcome this but would suggest as part of the “Master Plan” there is an opportunity to develop footpaths and public rights of way as part of the conditions for development, i.e., a green corridor bearing in mind the negative environmental impact of any development on the existing land, hedges, birds, wildlife, insects, flora etc.

b) *Transport Assessment required:*

The impact of this proposed allocation on the road infrastructure and safety is significant due to the amount of houses proposed. The issues with the A1 currently are well documented with urgent works already being carried out with further work planned. There are regular closures of the A1 which causes severe disruption and compromises safety on the village network.

Both Highways Agencies need to consider the cumulative effects of the emerging issues (solar farms, national grid upgrade, ADP, A1 upgrade) and also the current planning application S25/1312 for the heavy plant and machinery hire business wanting to relocate to the A1.

The new plan states “*the new allocation including SKPR-120 has been combined with a part of the adjacent land submission SKPR-232 to enable appropriate access into the site and meet the minimum housing requirement for South Kesteven over the plan period.* This is further qualified by stating that “*Policy has been amended to include pre-commencement investigations requirements, and the requirement for a masterplan and Transport Assessment.*” We have assumed therefore, that this allocation was only viable as a landowner made land available for a single point of access/exit to the development from the small roundabout to the A1 (north and south) and onto the B676. This will add considerable pressures and compromise road safety.



We would not expect access/exit onto the Stamford Road; this would encourage dangerous and unsafe access to the A1 and put additional pressures on the crossroads at the High Street.

We would also not expect access/exit onto the Bourne Road particularly via the existing farm track.

We would expect LCC Highways and Highways England to carry out an inclusive and meaningful traffic assessment in conjunction with the existing local community; we have already requested a site meeting with LCC Highways to highlight the road safety issues we currently have; so in anticipation of the unacceptable impact on the B676, High Street, Colster Way, Old Post Lane, Back Lane and other roads connecting our villages (North Witham, Gunby and Stainby) there must be a robust assessment by the highways agencies.

- c) Pedestrian links, such as footway and cycleway connections into the village from the site should be incorporated in the development proposal;

We acknowledge that this is a standard principle for developments but this aspiration would not mitigate the negative effects on the existing and proposed community.

We would want to see a pedestrian crossing installed on the Bourne Road/B676 if pedestrian links were to be installed. In reality, however, residents using the GP Surgery, Pharmacy, Primary School, local shops and places of worship will access by car via the B676 and Colster Way or the High Street and Back Lane. Alternatively, they will travel by car to other villages such as South Witham or Corby Glen.

The new housing allocation would change the focal point of the village and effectively become a separate community to the existing Colsterworth village.

We are particularly concerned regarding the heritage assets in the village and CADPC are considering whether there is any support for designating a conservation area for the 19 listed buildings on the High Street/School Lane/Back Lane.

- d) Landscaping screening to the southern edge will be required to reduce the impact on views from the open countryside.

This is not clear but presumably this principle has been identified to address the conflict with the Colsterworth and District Neighbourhood Plan (Page 30 Policy 4) in respect of protected views. It is difficult at this stage to know if this is sufficient to mitigate against the development into open countryside on agricultural land. There is no consideration of the impact on the northern boundary.

- e) This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.

Agreed

- f) This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.

Agreed however, we would want to see the benefits of contributions to net gains being delivered within our Parish and not “purchased” out of area.

- h) This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

In principle “to achieve healthy, inclusive and safe places and beautiful buildings” this is supported. However, there needs to be much more detail of this in the “Master Plan” in respect of air quality and the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, and layouts that encourage walking and cycling and general well-being of existing and new communities. There also



needs to be a binding commitment on developers and clearly identify who will be responsible for the management of this infrastructure to ensure sustainability.

i) Site within 100m of Local Wildlife Site: Colsterworth Grassland.

This must be protected from all the risks associated with such a large development

j) Pre-commencement investigations should be carried out due to potential for archaeological remains on the site.

Agreed

14. These representations opposing this allocation were endorsed at a Public Meeting arranged by the Colsterworth Community Action Group (CCAG) on 5th August 2025. Parish Councillors attending the meeting received feedback supporting the representations from the Parish Council as outlined above, i.e.,

- Site is disproportionate to the current size of the village.
- Primary school is already at capacity and cannot absorb additional pupils.
- Increased volume of traffic on already congested local roads (eg High Street).
- No clear evidence of sustainable drainage systems or environmental protection measures
- Impacts on the landscape and visual character of the village with residential applications previously refused
- Land could effectively result in a new village without required facilities & amenities from day one.
- Encroachment on Greenfield land with potential loss of habitats, biodiversity, Farming and open space
- GP surgery/local healthcare facilities are insufficient to meet rising demand

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For and on behalf of Colsterworth and District Parish Council
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