

Submission in Opposition to the development of the site.

This submission is presented by email. The submission Portal could not accept to detail of my submission.

Response to AECOM Sustainability Appraisal July 2025 and Impact on Thurlby and Northorpe of SKPR-56 Land at Obthorpe Lane.

This submission **OPPOSES** the development of SKPR-56 Land at Obthorpe Lane.

Extracts from the original SA are highlighted.

Responses on support of the submission are in **Bold**.

Grounds for Opposing

This AECOM SA fails in all aspects of sustainability in relation to SKPR-56 Land at Obthorpe Lane Thurlby.

The key to sustainability is a measure of self-reliance of services, facilities, and amenities in a Larger Village, reducing the need to travel and reducing GMG emissions.

This submission questions whether the sustainability tests and resolutions which form part of the SA can be applied to Thurlby and Northorpe.

Evidence and explanation within the text clearly demonstrate that Thurlby and Northorpe is not a sustainable settlement.

The proximity to Bourne assumes that services, facilities, and amenities are readily available by bus, cycling or walking.

Thurlby and Northorpe do not have a viable bus service within comfortable walking distance of less than 800m from a bus stop. Most residents live to the west of the A15 at more than 800m. The SA assumes that residents will walk up to 800m to catch a bus. This does not account for residents having to carry items purchased from a shopping excursion.

Cycling is hazardous on the A15. A shared cycle way and footway next to the A15 is narrow and close to the A15 carriageway particularly

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between Northorpe and the A15 junction with Ramond Mays Way and Milestone Road at the roundabout.

The Primary School is at capacity.

2.1 SA considers and communicates the likely significant effects of an emerging plan, and the reasonable alternatives considered during the plan making process, in terms of key sustainability issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative effects and maximising positive effects. Through this approach, the SA seeks to maximise the Local Plan Review's contribution to sustainable development.

The addition of ninety-one houses on SKPR-56, Land at Obthorpe Lane clearly fails to acknowledge the mitigating negative effect the development would have on the Thurlby and Northorpe community. Thurlby and Northorpe, with the limited number of services, facilities, and amenities available to the local community must use private cars to access a GP, Bakers and Butchers and Greengrocers, as well as Hairdressers and Dispensing Chemists. There is no social meeting place to enjoy a community coffee within the village.

This scenario to travel by private car to access services is not sustainable.

5.42 Approximately 52% of the proposed site allocations are located in the district's 'Sub-Regional Centre' and three 'Market Towns'. Of the remaining 48%, 43% are located in the district's 'Larger Villages' and 5% (or one site) in 'Other Settlements'. By focussing the allocations in the district's largest settlements, this will help ensure that new development is predominantly located in proximity of settlements with the largest range of services and facilities. This will support a limitation of GHG emissions by reducing the need to travel to amenities and encouraging the use of alternative modes of transport.

Despite being the third largest of all Larger Villages in South Kesteven, Thurlby has the poorest range of services per capita of all the Larger Villages.

The proximity of Thurlby and Northorpe to Bourne limits the opportunity for business to compete with the facilities, services and amenities which exist in Bourne. Additional housing on the scale of SKPR-56 is unsustainable.

This conclusion is made by reviewing the score of 40 for Thurlby and Northorpe and reducing to thirty-nine (39) with the loss of the day centre for pre-school children.

A further reduction was made to thirty-seven (37) by reducing the bus service score from 6 to 4. Baston is on the same route as Thurlby and Northorpe and scored 4 for their bus service.

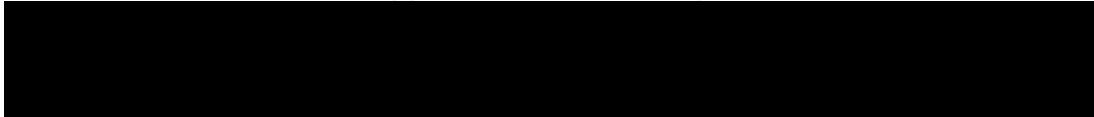
An enquiry has been made to Delaine Buses to provide passenger numbers using the bus service from Thurlby and Northorpe bus stops, compared to those using the same service in Baston and Langtoft where the community lives closer to a bus stop.

Consequently, the addition of potential ninety-one (91) households on land at Obthorpe Lane will further increase GHG travel. The assumption that alternative modes of transport will be used to access services and amenities is misplaced. This additional development will increase traffic movement between Thurlby and Bourne. Furthermore, the traffic will increase from the Obthorpe Lane development through the village along Northorpe Lane and Northorpe to access the A15 to Bourne. It is assumed that residents would go south on Obthorpe Lane, to the east on Wilsthorpe Lane and join the A15, where the legal speed limit is sixty miles per hour on the busiest stretch of Primary Road in South Kesteven.

Residents wishing to travel to Stamford will drive through the village from The Green, Station Road, and Swallow Hill, through Manthorpe to Manthorpe crossroads and joining the A6121.

This increase in traffic will be exacerbated by the development of fifty (50) houses at Part of Elm Farm where access is proposed direct on to High Street one hundred and fifty metres (150m) from the junction with

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the A15 and where cars are regularly parked on the south side of High Street.

The only alternative transport is provided by Delaine buses and Call Connect.

Delaine buses only travel on the A15. The exception being the school bus service for Bourne travelling along High Street during term time at 08.15, to Bourne and at 16.00 to Manthorpe and beyond.

The consequence of development at Obthorpe Lane and part of Elm Farm are contrary to the optimistic conclusion expressed in paragraph 5.42.

More houses simply result in more cars. Thurlby and Northorpe cannot support this planned expansion.

This development does not meet sustainability objectives of reducing GHG emissions travel.

Thurlby Neighbourhood Development Plan recognised that development of smaller sites within the village curtilage would contribute to growth in a sustainable way.

5.36 With regard to soil resources, SKPR-327 is the only proposed site allocation that overlaps (13%) with grade 1 agricultural land (the remaining 87% overlaps with grade 2 agricultural land). A further 11 site allocations overlap with grade 2 agricultural land (ranging from 4-100% overlap). The remaining sites overlap with grade 3 agricultural land. In this respect, development of any of the sites has the potential to lead to the loss of best and most versatile (BMV) land.

However, in the absence of detailed agricultural land classification data in these locations, it is not possible to determine whether the sites that overlap with grade 3 agricultural land are classified as grade 3a (BMV) or grade 3b (poorer quality) agricultural land. Hence, a degree of uncertainty is noted.

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Those sites with a degree of uncertainty should have the recent history of crop rotation published as evidence of possible Best and Most Versatile (BMV) land. SKPR-56 has cropped early potatoes this year. This alone in a crop rotation would suggest the site as valuable BMV land.

SKPR-56 Land at Obthorpe Lane has Grade 2 land classification measured at 93.68% of this site. Valuable land that sustainably cannot afford to be lost.

5.64 By focussing the majority of the proposed site allocations in the district's largest settlements, this minimises the need for long-distance travel. Residents will have easier access to existing public transport networks, reducing reliance on private vehicles and promoting more sustainable modes of transportation. In addition, the proximity to larger settlements likely means that local transport infrastructure already exists (including roads, railways, footpaths, and bus routes), resulting in improved connectivity and efficiency for residents and commuters. In relation to this, all but five of the site allocations (SKPR-7, SKPR-65, SKPR-83, SKPR-233, and SKPR-344) are within 800m of a bus stop. However, only nine of the 21 sites are within 3km of a train station.

There is an assumption in 5.64 that proximity reduces reliance on private vehicles. Thurlby and Northorpe are predominantly west of the A15 Primary Road. AECOM measure of accessibility to local bus services is measured within eight hundred metres (800m). Most of the population of Thurlby and Northorpe are further than 800m from a bus stop. This would include SKPR-56.

The only alternative is to use a private vehicle. This will add to the GHG emissions and is not sustainable.

5.65 All of the site allocations are located within 1km of a PROW. This will enable residents to safely access services and facilities, as well as employment opportunities and educational facilities, by foot.

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The assumption in para 5.65, of site locations being within one kilometre (1km) to safely access services and facilities by foot is misplaced. The proximity of a PROW ignores the distance between a household and those services, employment, and educational facilities. Thurlby and Northorpe has the poorest relationship of services, facilities, and amenities per capita of all the larger Villages.

There are limited employment opportunities in Northorpe and Thurlby.

The village Primary School is at capacity. There is no opportunity of expansion of the Village School which is a shared amenity with Lawrence Park.

This position is unsustainable and exacerbated by further housing development.

The sustainability of Larger Villages is a keystone of the Local Plan Review as identified and supported in the AECOM Sustainability Assessment.

Thurby and Northorpe are not sustainable when measured against the positive effects that are expected to emerge from further development.

The aim of SA to inform and influence the plan-making process with a view to avoiding or mitigating negative effects has been clearly demonstrated to have failed.

Thurlby and Northorpe is not a sustainable Larger Village with further development additional to the Objectives and Policies of Thurlby Parish Neighbourhood Development Plan.