



# BUCKMINSTER

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25<sup>th</sup> April 2024

**By email only to: [planningpolicy@southkesteven.gov.uk](mailto:planningpolicy@southkesteven.gov.uk)**

Dear Sirs/Madam,

**Representations by Buckminster Trust Estate on SKDC's Regulation 18 Draft Local Plan 2021 – 2041**

Para 1.17 sets out: *1.17 Preferred site allocations, other than the allocations the Council is proposing to carry forward from the adopted Local Plan, will be identified at the next stage of plan preparation which is scheduled for winter 2023.* We would comment that this date has of course now passed.

Making it Happen. 2.27-2.29. It will be a major challenge to deliver the strategic infrastructure that will be needed to deliver the housing and employment growth, such as new Primary Substations and enhanced capacities at sewage treatment works. We very much support the concept of having an Infrastructure Delivery Plan.

The Table at para 3.3 sets out the Strategic Objectives of the Local Plan: the emphasis on sustainable growth and diversification of the local economy is wholly supported as is the emphasis on additional growth, diversifying the employment base, stimulating tourism, the vitality of town centres, the need for new residential development to have a mix and range of house types and tenures, the need to move to a low carbon economy, and bio-diversity net gain.

The new Employment Growth Location at Gonerby Moor as shown in the Spatial Strategy Diagram in 3.4 is not supported. This distracts from the more sustainable Southern Gateway growth location which is better located to the national road network, train station, the town centre, existing jobs and housing, and the majority of the planned new housing. It would be helpful if a plan could be produced (along the lines of the **attached**) showing the opened GSRR Phase 1 (Tollemache Rd North), GSRR Phase 2 being the opened new junction with the A1, the part opened GSRR Phase 3 route, and the A52 passing through the town de-trunked.

Chapter 4 – Sustainable Development in South Kesteven. Paras 4.1 - 4.3.

We do not approve of the apparent watering down of the climate change impacts wording, and the new wording does not make grammatical sense. We suggest the wording should be '...minimise their impact on climate change....' We think k. would better read – 'natural environment and natural store of carbon through green infrastructure.'

[Redacted signature block]

Chapter 5 RE1. There is an inherent contradiction between Paragraph a. and e. as there is a presumption in favour of solar panels on grade 3b, 4 and 5 that will have a negative impact on that agricultural land asset in terms of reduced food security for as long as PV panels and their associated semi- industrial associated infrastructure remain.

Chapter 6. We support the sub-regional growth status of Grantham given its strategic location on the A1 north-south and A52 east-west road axes, and mainline station stop that equally enables N/S/E/W links.

SKPR-192 and SKPR-276 (LV-H11). The allocation in South Witham for 138 new homes is welcomed and supported, Buckminster being the site owner and promoter of the part comprising 107 homes. We are already in discussion with the agent for the owners of the existing allocation for 37 homes. The comprehensive master plan approach is supported as it means a coherent and more efficient development sharing infrastructure e.g. access and drainage.

It is noted in 7.14 that the 2023 Local Housing Needs Assessment identifies a requirement of 27-57% of the overall housing need figure of 701 to be affordable. 27%-57% is a high bar as most local authorities have a policy requirement for schemes to have around 30% to 40% affordable homes, but we appreciate this is yet to be determined in the Whole Plan Study.

Specialist Housing Provision. Table 4: Indicative mix of homes to be delivered up to 2041: we consider this should instead of 2011 Census data use 2021 Census data, and use more up to date data for household projections than ONS 2018 projections.

The box at the bottom of page 64 titled: *Summary of Proposed Changes* sets out: *The required mix of bedrooms for market and affordable housing has been updated (Table 4), informed by the Local Housing Needs Assessment.* Whilst the table shows the indicative mix, the text could perhaps clarify that use of Table 4 is not advisory/indicative *per se* but mandatory on all schemes.

H3: Self and custom Build Housing. On Spitalgate Heath this will mean some 74 plots. We would expect the Whole Plan Viability Assessment to take account of the costs of servicing plots and then allowing 12 months for them to stand undeveloped whilst waiting for a customer/buyer. Aspirations for unusual or 'grand' designs are not likely to suit the Garden Village where there is a mandated design code and desire for coherence.

H4: Meeting All Housing Needs. *Requires for new residential development above a threshold of 10 or more dwellings will be granted subject to a target of at least 10% of new dwellings being developed as 'Accessible and Adaptable. It is expected the costs of this will be covered in the Whole Plan Viability Assessment*

Chapter 8 – Protecting Existing Community Facilities policy SP6 and NEW POLICY 3: New Community Services and Facilities: these are supported in principle.

9.12 It should be clarified which of the bodies referred to are still relevant. E.g. the Spitalgate Investment Zone has no current status. It may be simplest to delete 9.12 as it is a history of activity and does not help the plan and planning looking forward.

9.14 The Economic Development Strategy awaited is important to ensure the strategic objectives are aligned and aims quantifiable.



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9.30 and E1: we object to paragraph d as it singles out this development area from all others by requiring 'attractive landscape edges'. These will naturally be proposed as part of a landscaping plan. In particular we would not want such on the western boundary which has a line of powerlines along it, and as we are supporting Hanbury Property's separate representation that the field to the west should be allocated to make the A1 West allocation a unique site due to quantum for the East Midlands Region, supporting the case for a transformation of Grantham's economy over time. We object to the wording in j. as to building heights respecting the sensitivities of the surrounding landscape: modern B2/B8 buildings are high and bulky by nature, and some people will maintain can never respect the landscape. The 440KV powerlines and the raised lit new A1 junction have reduced the sensitivities of this area, but landscaping will help mitigate the setting of the inevitably large buildings in prospect to meet the nature of the demand for such space. We cannot have an implicit building height restriction lower for example than for the consented B2/B8 scheme (ex CartarRE and now Brookfield) immediately to the south-east and east of the A1 as part of the same Southern Gateway allocation. If the Hanbury area is added they are offering substantial landscaping to soften the western, south and northern edges. The whole northern boundary with Gorse Lane along the existing allocation does need tree belt treatment given the few residential receptors there.

9.32 Allocating 3 sites at Gonerby Moor, also served by the A1 totalling 172.7ha may mean that the E1: SKPR 286 (GR-SE1) - Grantham Southern Gateway Strategy Employment Opportunity of (118.19 hectares) fails to materialise in a timely fashion. The latter is located sustainably closer to Grantham town centre (2.95km distance) compared to Gonerby Moor's 4.6km from Grantham town centre. The reason for the 'new strategic corridor of the Gonerby Moor area' does not appear justified. Indeed unlike the 'unique' Southern Gateway' the Gonerby Moor area rightly does not have its own policy, and the latter should be downgraded as such on the Key Diagram plan. £130m+ of public money is being invested in the GSRR which facilitates much of the Southern Gateway, and the business case will have been premised on a return on that investment. The Gonerby Moor allocations will put back that return coming forward.

The plan on page 62 ought to be updated to show the completed Phases 1, 2 and pt Phase 3 of the GSRR, and the balance of Phase 3 in construction but with the route set. The acreages of the allocation SKPR-286 are likely to be overstated because of the land take for Phases 1 and 2.

9.39 We object to the eastern half of SKPR-259 (formerly EMP G23) not being considered distinctly from its western half. The latter is on raised ground and included within the active Invictas Works industrial area. The former has a dedicated separate access from Albert Street, is a brownfield site, but beside the river and Dysart Park. It should be regarded as a non-preferential site if lost to its previously designated employment use eg if it came forward for residential use.

Chapter 11 – The Built Environment and DE1: Promoting Good Quality Design pages 119-124. Policy DE1 which is summarised in the boxes on pages 120, 121, 122, and 123 is supported.





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Para b reads as: *Development proposals should be visually attractive and make a positive contribution to the local distinctiveness, vernacular, townscape, streetscape and landscape character of the area. Proposals should use typical characteristic and positive local examples as design cues to create places with a clear a coherent identity; In order to achieve modern sustainability standards including building airtightness. Modern Methods of Construction (MMC) may need to be increasingly employed to achieve Zero Carbon buildings. It could be that there is not a neat fit with point b and it could be the same for points 1. a and c. MMC may be a better fit with point 6 a-c.*

It is noted and welcomed that under *Summary of Proposed Changes* (page 128) it is set out that: *The final policy, will be informed by a Whole Plan Viability Assessment which will accompany the plan.*

OS1: Open Space and Recreation. The new and revised standards of open space (compared to the adopted Local Plan Jan 2020) are all noted.

As regards the Grantham Transport Strategy GR2 p142 it may help clarity if the new references are referred to as on the plan on p157. This should include the Barracks site as it is equally large, proximate and substantially undevelopable without use of the road.

Buckminster is leading on the delivery of SKPR 278(GR3-H1); Spitalgate Heath Garden Village (Mixed Use Allocation). The application is for 'up to' 3,700, so the policy must be equally flexible. Using the same lettering system:

- a. An outline planning application and an EIA was submitted for the scheme in Summer 2014. The master plan (that is being updated) should be referred to as 'illustrative' for flexibility.
- b. As the site is designated as a Garden Village it is being brought forward in line with the Town and Country Planning Association's garden city principles and emerging best practice for garden villages. A Vision for the scheme has already been produced. We suggested in our email to SKDC of 15<sup>th</sup> February the following principles we presented in our Stewardship Paper could be adopted in policy: *The site must be planned and developed on the basis of the following principles:*
  - *Development of community spirit and with community engagement building over time;*
  - *A focus on community facilities and amenities delivering 'living' streets, a vibrant local centre and kickstarting the community hub*
  - *Clear understanding by residents, business and stakeholders of what to expect and when from the master developer*
  - *Enhancing the existing natural and historic environment and assets, and facilitating improvements to their accessibility and enjoyment by the public**Provision and enhancement of biodiversity, the natural environment and green/blue infrastructure bringing associated well-being benefits to the community*
- c. The promoter of the scheme intends it will be exemplary and one of which the stakeholders and retained estate will be proud. It is expected that a Design Code will be prepared following grant of



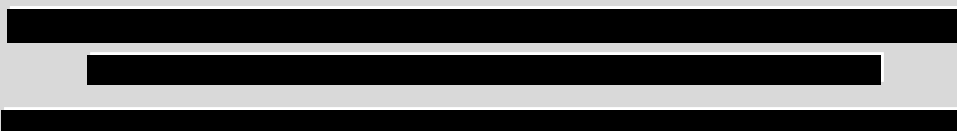


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post planning consent, secured by planning condition or planning obligation, but prior to any Reserved Matters being submitted. The Design and Access Statement will be reviewed and updated against SKDC's intended Key Development Principles document once seen. The Design combined with the drafted Stewardship Framework is the model, but we need flexibility around the policy wording as a development can only provide the backdrop for what 'sustainable living' may be, this being in large degree in the hands of occupiers and a phrase open to subjectivity.

- d. The outline planning application includes for Up to 110,000 sqm of employment space within use classes E. The word 'must' needs removing to allow flexibility. The illustrative layout for the business park was prepared over 10 years ago, ways of working have changed, and edge of town business parks are less in fashion. Moreover the large allocations for employment land to the west yet remaining equally accessible to the SUE were not so extensive. The NPPF now directs offices to town centre to support them, and proximity to the station makes sense. As the net developable residential area of the Garden Village has reduced due to Councils' requests to move allotments and schools and enlarge the latter, it could be a proportion of the employment area becomes residential and possibly with some biodiversity areas. The less proportion of employment is an argument in support of the Hanbury additional allocation.
- e. It is not agreed that the development should 'link' to the Barracks scheme. The developments are separated by an adopted highway, and only Spitalgate Heath's proposed access/connection points are yet proposed. We suggest whoever creates a link point second should 'orientate' its connection points to its neighbour. As stated in prior correspondence including our email of 15th February SKDC said it would bear in mind, we suggested it would be reasonable for Spitalgate Heath's footways and cycleways not to preclude being accessible to the Barracks. We also need the Barracks accesses onto Somerby Hill to be designed to discourage car users 'rat running' to the GSRR via Spitalgate Heath. We are happy to commit to providing an 'active street scene along the soon to be the former A52 corridor facing the Barracks.
- f. We note the layout requirement: *This must include a walking and cycling route to Grantham along the River Witham corridor*. We had explored the option of a new pedestrian and cycle route down the A52 / Bridge End Road with a Bus Gate to align with the ambitions of the Grantham Transport Strategy Dec 2022. We consider the emerging policy should rather state there will be an Active Travel Corridor to enable connections to Grantham Town Centre, and not be so categoric that it should be beside the river. This gives flexibility for the same to be delivered either beside the river or along Somerby Hill. The latter would be convenient to the Barracks development, whereas the former would not. A walking and cycling route along the river would neither be convenient to as many residents at Spitalgate Heath as a route on Somerby Hill.
- k. We only support incorporating the relevant principles for development within the identified Green Infrastructure Areas to the extent that these do not conflict with the following development proposals already framed in our parameter plans:





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1. there are some hedge lines that officers have directed us not to be concerned if removed in part for good site layout reasons.
  2. an area south of Saltersford Rd is mainly selected for residential development.
  3. areas west of the railway and now both sides of the GSRR are identified for employment use development.
  4. parts of the Invictas Works GI mapping does not correctly reflect the active industrial use and brownfield nature of the activities on that industrial site.
- p. Mix of housing types and tenures. There are no requirements in the latest National Planning Policy Framework (NPPF December 2023) for schemes to provide accommodation for persons at all stages of life, which term is open to interpretation as to its implications for ages and conditions of people. Therefore we object to the words 'all stages of life' and note that in the existing adopted Local Plan (Jan 2020) a similar reference was not included for GR3-H1: Spitalgate Heath - Garden Village (Southern Quadrant). If as part of the scheme evolution a demand was identified for elderly accommodation on GR3-H1: Spitalgate Heath then within the parameters of the current scheme description of: *Up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation* it would be possible to accommodate specialist accommodation for the elderly. We have a site in mind next to Spitalgate Cottages/Farmyard.
- q. In the latest masterplan discussed with officers a 12.5 ha site has been set aside as an education campus. As the site will be provided and serviced for free it is expected that there will be a credit to take account of any justified and agreed financial contributions to schools. The wording needs to be unambiguous that the schools will not be provided by the development, just the sites for them. We appreciate a cash contribution is expected in addition, but this needs to be subject to viability testing and a proportionate formula to contribute once minimum/target land value has been achieved. We suggested on 15<sup>th</sup> February the following wording: *The development must reserve land for a secondary school and where called upon will transfer the land serviced to the local education authority (or to an alternative body nominated by the local education authority) and shall pay a proportionate contribution towards secondary education. The development must either deliver the construction of a primary school or reserve land for a primary school and where called upon will transfer the land to the local education authority (or to an alternative body nominated by the local education authority) and shall pay a proportionate contribution towards the construction of a primary school.*"
- A credit is expected also to the extent that the site provides for school places that satisfy other developments e.g. the Barracks.
- t. The Buckminster land required for Phase 3 of the GSRR has already been contributed. The road will have been completed by the time this plan becomes operative, so there should be no exceptional requirement different to any other development in and around Grantham that may benefit from the new road, as well as credit given for the land contribution in the viability assessment and any tariff calculation. Contributions should be proportionate to use and benefit: the GSRR does not facilitate the whole development; the employment areas west of the railway are accessible off London Rd; and a large number of houses can be accessed off Somerby Hill before the transport modelling indicates the designed and dedicated 'development roundabout' must come into play. We suggested on 15<sup>th</sup> February the following wording: *In accordance with Policy GR2, the development must proportionately contribute towards the delivery of the Grantham Southern Relief Road which helps to facilitate this development.*





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As regards Policy SKPR-65 for the Barracks using the same lettering system we comment as follows:

d. we would like to see some mechanism or words of comfort that the Barracks and the Spitalgate Heath scheme would not duplicate educational facilities.

g. As regards the 2012 Queen's Jubilee Woodland planting, we object to this so broadly being included in the allocation as that opens the door to 100% removal. The scheme should be required to keep say 75% of the amenity woodland ie thus allowing 25% of each block to be opened up for rides and play or dwell space eg glades. It is disingenuous to the former Monarch otherwise. The woods were never meant to be commercial. They are locking carbon, are part of the history of the site around which a story can be told. It does not matter that some trees have failed as this is an amenity plantation and that simply lets light in and under storey biodiversity arises.

8ha of employment uses takes the focus away from the Southern Gateway employment allocations and risks lorry movements and buildings detracting from the residential character of the Barracks and Spitalgate Heath residential areas, and in the former case especially if running down residential streets or across circular active travel routes.

If Spitalgate Heath has to revert to the riverside walkway as required by the policy under Spitalgate Heath under *point f* above the Barracks should have to design and build an active travel corridor along the A52 into the town centre in order to meet the ambitions of the Grantham Transport Strategy.

When comparing the Spitalgate Heath policy requirements with those for the Barracks it appears that the following differences are in play:

- With the Barracks, unlike Spitalgate Heath and Rectory Farm, there appears no obligation to produce a Design Code which should fairly be a requirement.
- Unlike Spitalgate Heath there is no mention of *The development must contribute towards the delivery of the Grantham Southern Relief Road which facilitates this development*. Whilst we object above to draft policy 't' for Spitalgate Heath IF Spitalgate Heath is obliged so should the Barracks be.

Similarly to *policy f*. under SKPR-278 above for Spitalgate Heath the Barracks should fairly be obliged by the same wording as follows: *The layout of the development must provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport and encourage active travel into Grantham.*

We consider the 4% Grade 2 statement is not the correct proportion of best and most versatile land lost by this development. The original decision to allocate did not distinguish properly as between the developed and 'semi-brownfield' of the Barracks within the fence from the prime agricultural land outside the fence running along the north boundary parallel with the road: that part should not be allocated, it being furthest from Grantham town centre, there being closer options promoted eg Gorse Lane.

We object to the exclusion of SKPR-220 in particular to the Local Plan as a shorter-term opportunity, and also SKPR-104 as a longer-term opportunity for later in the plan period:





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## 220 (pages 291-292)

- The impact on the SRN (by way of the T junction of Gorse Land with the B1174) will be mitigated by the roundabout proposal (location plan and illustrative design below) in association with the Garden Village planning application for that allocated site. This roundabout has to be built if the Garden Village is to be able to service the applied for 110,000m<sup>2</sup> of employment space to be serviced off the eastern arm of the proposed roundabout. It could be made a condition of occupation that this roundabout has to be open first.
- There is an existing footpath running through the site linking to the existing residential areas to the north. A condition could be made to improve the surface.
- There is the potential to create a footpath (and cycle) link from the frontage with the B1174 which has an existing pavement, so enabling easy access (including via the bus stop) down into Grantham and back to the Phoenix School entrance adjoining.
- It would be possible to condition a pedestrian crossing abutting the frontage with Gorse Lane and then a short section of new pavement to enable access to the existing pavement serving the Spittlegate Level employment area adjoining.
- There is an existing footpath within the site to the west further along Gorse Lane that enables access down into the allocated employment area west of the A1 into the heart of allocated SKPR-286 (which moreover fronts the whole south side of Gorse Lane opposite the proposed allocation 220), such that jobs would conveniently adjoin housing.
- The Local Wildlife site referenced is east of both the B1174 and the railway, so there will be no impact.
- There will be no impact on the listed buildings well to the north.
- The substantial landscaping proposed and abutting the existing woodland to the north east will help mitigate any air quality impacts.
- Large swathes of the district are covered by such mineral reserve/safeguarding designations. The existing allocations to the south effectively override this safeguarding. The availability of large areas across the district away from adjoining settlements means that this area can be lost to safeguarding, outweighed by the benefits of allocating the site to residential adjoining a growth settlement. We do not think in practical terms this area would be suited to extraction right behind two schools and with the overhead powerlines sterilising part.
- Our Call for Sites did not put forward this site for Employment: it only suggested part of the site might have potential. Yet it is referenced as a whole as a potential employment site in the Employment Study (whereas the larger SKPR-104 is not).
- The last sentence states other more suitable sites meet the required need. As above our concern is if that comment derives from the previous sentence as to not allocate as employment land as opposed to from an analysis of the case for residential allocation. The proximity to the town centre and employment areas makes this a better candidate than a number of other areas proposed in the first draft local plan. Moreover it is deliverable within 5 years.

## 104 (pages 263-264)

- We agree this site is for 10+ years, and should be developed after SKPR-220 adjoining to the east, and that is in the same landownership control such that a comprehensive approach can be assured. The impact on the SRN (by way of the T junction of Gorse Land with the B1174) will be mitigated by the roundabout proposal (design attached above). This roundabout has to be built if the Garden Village is to be able to service the applied for 110,000m<sup>2</sup> of employment space to be serviced off the eastern arm of the proposed roundabout. It could be made a condition of occupation that this roundabout has to be open first (and that may happen if SKPR-220 satisfies that condition.) The







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cumulative impact is mitigated by the same roundabout solution. Transport modelling we agree will be necessary as County Highways suggest.

- Large swathes of the district are covered by such mineral reserve/safeguarding designations. The existing allocations to the south effectively override this safeguarding. The availability of large areas across the district away from adjoining settlements means that this area can be lost to safeguarding, outweighed by the benefits of allocating the site to residential adjoining a growth settlement.
- We emphasise that this proposed allocation sits behind two cottages, two bungalows, a prep school and a recently consented barns conversion development scheme for the over 55s that has commenced on site.
- The Local Wildlife site referenced is east of both the B1174 and the railway, so there will be no impact.
- Harlaxton Park and ancient woodland over a mile away to the west is to the west of the A1, so there is no impact.
- The substantial landscaping proposed and abutting the existing woodland to the north will help mitigate any air quality impacts.
- The site links to two footpaths running north into Grantham, for which a condition could be imposed to improve the surface, and especially the steep section in places running through the wood. A footpath also runs along the back of the site such that it links to the footpath within SKPR-220.
- Cycleways could be conditioned along Gorse Lane or through the site linking through SKPR 220 and thus into Grantham town centre down the B1174 (which should be less busy when the GSRR opens in 2025 and has a bus stop.) Access by sustainable mode into Grantham Town centre and to its station is easy.
- The site is highly sustainable being opposite employment area SKPR-286 and near the existing employment at Spittlegate Level.
- The site is closer to Grantham town centre facilities with less impact on local roads and junctions and easier Active Travel options than for example the proposed allocations at Great Gonerby.

We object to SKPR-219 being excluded from the plan as an Employment site. P 94 and p 92 of the Employment Study describes and RAGs it as highly suitable for storage and distribution. The mirror site on the other side of the A1 is a service area. The site is under offer subject to planning to a roadside developer envisaging drive-thru, fuel and convenience retail, and the site might accommodate some small-scale/last mile distribution as an alternative or a small part of a roadside service area.

As regards allocation SKPR-120 p212 and p164 of the Colsterworth site analysis:

- we support the allocation for 70 units, but represent that it should be larger.
- Buckminster owns the field to the east of the draft allocated area and up to the slip road/roundabout ie the north-eastern part of assessed SKPR-232.
- Buckminster is working with the private owner of SKPR-120 who has made a representation through Mike Sibthorpe Planning. This representation is in support of and supplemental to that. There is an understanding between the owners such that the 70 unit scheme area can be accessed through the field to link on to the A1 slip road arrangement to the east.
- The site is analysed as having short term potential, and adjoins a growth settlement ie larger village. We maintain the north-east part of SPRR has similar short-term potential when combined with SKPR-120. The latter is described as having a major impact on the highway network, but we have shown through an Access Appraisal (excerpts **attached**) that a redesign of the existing sub-standard roundabout resolves the access issue, as well as the current geometry problems with the existing roundabout.
- The excerpts show a design for secondary access flexibility off Stamford Road to the west.
- The existing field access is unsuitable for residential use given the impact on Bourne Rd and existing houses there. It indeed has the potential for a cycleway that would use up half the width, supplementing the footpath

[REDACTED]

[REDACTED]

[REDACTED]



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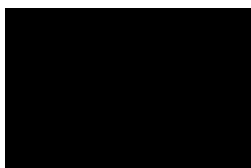
option that already exists entering the west of the site such that community services can be reached actively in the village to the north.

- Requiring a new arm off the roundabout not only resolves an exiting problem, it future proofs the longer term development potential of the wider area within SKPR-232.
- **Attached** is our worked-up Development Framework Plan that shows a practical layout for the housing parcels for 140 units and the minimum area we would like allocated.

SKPR-268: finally we would comment that we cannot see an up to date rationale for the Mixed Use allocation at Grantham Station. We are aware of an old feasibility study and consider it would be helpful to know this is updated and publicly shared. We do not consider it practical for parts of the extensive car parks to have employment uses on part, nor it affordable to build two storey car parks. We do not see the vision for an area of recently resurfaced car park being a place travellers will wish to dwell. We see investment better directed to enhanced footpath and cycle routes, with landscaping, to get people easily and safely towards the High Street and Westgate. The only proposal that may make sense is a modern office building, but we know there have been previous false starts seeking to move the tyre and building merchant operators. 3

If you require any further information or wish to discuss any part of this representation please do not hesitate to contact me.

Yours faithfully



**William Lee MA FRICS**  
**Managing Director**

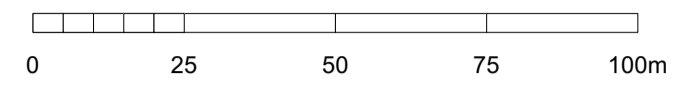
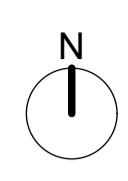
Attachments:

Key Diagram  
Colsterworth Excerpts Access Analysis  
Colsterworth Development Framework Plan

Planning Policy Team  
South Kesteven District Council  
Council Offices  
The Picture House  
St Catherine's Road  
Grantham  
NG31 6TT



NOTES  
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- KEY**
- Site boundary 9.63ha
  - Residential development Up to 140 dwellings 5.06ha
  - Green Infrastructure
  - Public Right of Way
  - Proposed access Indicative layout
  - Existing tree and hedgerow planting
  - Proposed structural planting
  - Potential drainage feature Indicative size and location
  - Proposed children's equipped play area Indicative size and location



rev	date	description	dm	chk
P01	23/04/2024	First issue.	JMG	KMN

**fpcr**

- masterplanning
- environmental assessment
- landscape design
- urban design
- ecology
- architecture
- arboriculture

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 DE74 2RH

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 w: www.fpcr.co.uk

client  
**Buckminster Trust**

project  
**Land at Colsterworth**

drawing title  
**DEVELOPMENT FRAMEWORK PLAN**

scale  
 1:1250 @ A1

dm    chk  
 JMG   KMN

date created  
 April 2024

project number  
 12534

status  
 S3

issue  
 P01

document number  
**12534-FPCR-XX-XX-DR-A-0001**

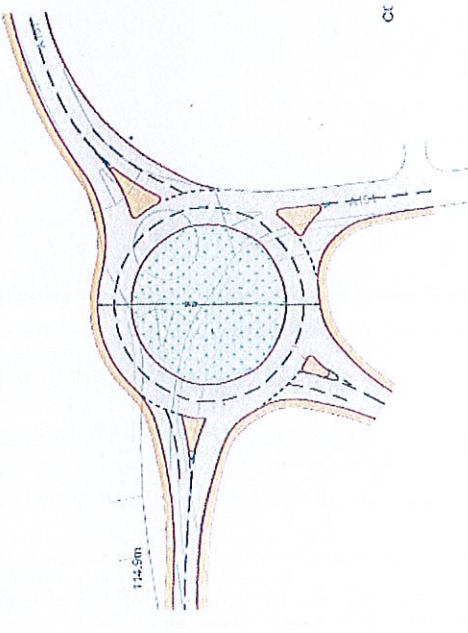
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## 6. PROPOSED JUNCTION LAYOUTS

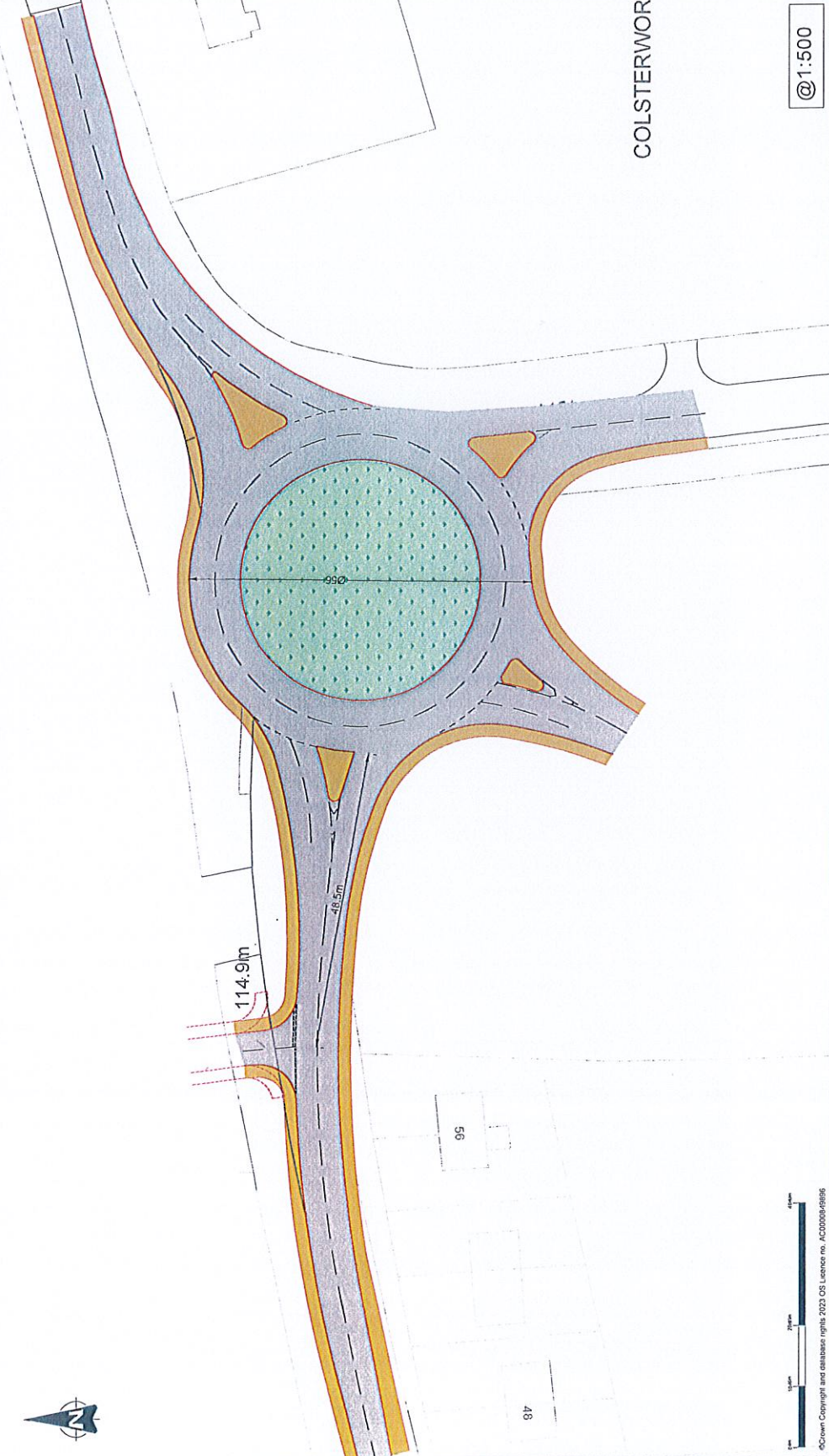
### 6.1 Option 1 – A151 / B676 Bourne Road Roundabout.

- 6.1.1 The proposal is to remodel the existing roundabout to form a four-arm roundabout. The fourth arm will serve as the primary access to the development site. A copy of drawing GB01T24B39-001-P01 showing the proposal is contained in **Appendix A**.
- 6.1.2 In developing the design proposals, DMRB standards, CD109 and CD116 have been applied.
- 6.1.3 **Table 1** below identifies Strengths and Weaknesses associated with this junction proposal.

**Table 1. Option 1 Strengths and Weaknesses**

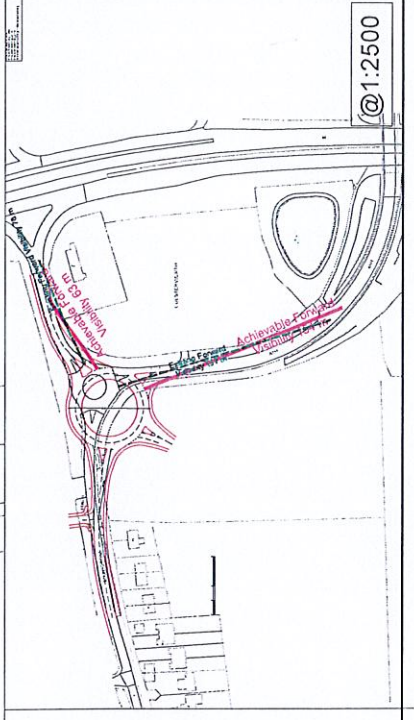
LAYOUT	STRENGTHS	WEAKNESSES
	<ul style="list-style-type: none"> <li>○ Roundabout would provide a suitable access arrangement to serve a large development</li> <li>○ The location of the main access to the site being close to the A1 will reduce potential impact from traffic through village.</li> <li>○ Improvements to the existing roundabout will address the existing substandard geometry that results in large vehicles over running kerbs and verges.</li> </ul>	<ul style="list-style-type: none"> <li>○ Costs associated with the delivery of the junction will be higher than other options.</li> <li>○ Significant delay will be caused to existing traffic flows on both the A151 and B676 during construction.</li> <li>○ Minor alteration to residential development access north of Bourne Road required.</li> <li>○ The type of junction is not conducive with providing walking and cycling links with the remainder of the Village.</li> <li>○ There is no dedicated provision for cyclists in the village.</li> <li>○ Preliminary design has identified potential departure from standards. These are not considered as being showstoppers.</li> </ul>

- Notes**
- Do not scale from this drawing.
  - Speed design 60km/h = 100kph. Table 2.5 DMRS CD109
  - Stop Sight Distance SSD@100A = 210m (160m Step below)
  - Staggered Footway Width = 3.0m (1.5m Step below)
  - Bourne Road subject to 30mph = 60kph, as per Table 2.10 DMRS CD 109
  - From one stop below, as per Table 2.10 DMRS CD 109



COLSTERWORTH

@1:500



@1:2500

IDENTIFIED DEPARTURES		
DMRB requirements	Provided	Departure / Relaxation
<p><b>Forward Visibility on the approach</b></p> <p>Par. 3.45 On a 7.3 metre wide single carriageway, SSD shall be measured to the position of an object at the give way line (3.65 metres from the edge of the traffic island) as shown on Figure 3.45.</p>	<p>Current situation (sub-standard) = 78M</p> <p>Achievable with proposed scheme and within highway limit = 60m</p>	<p>Departure on Forward Visibility on the approach 3.45 CD 123</p>
<p><b>Forward Visibility on the approach</b></p> <p>Par. 3.45 On a 7.3 metre wide single carriageway, SSD shall be measured to the position of an object at the give way line (3.65 metres from the edge of the traffic island) as shown on Figure 3.45.</p>	<p>Current situation (sub-standard) = 157m</p> <p>Achievable with proposed scheme and within highway limit = 154m</p>	<p>Departure on Forward Visibility on the approach 3.45 CD 123</p>



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BUCKMINSTER

COLSTERWORTH DEVELOPMENT  
ACCESS APPRAISAL

OPTION 1,  
A151 / B676 BOURNE ROAD ROUNDABOUT

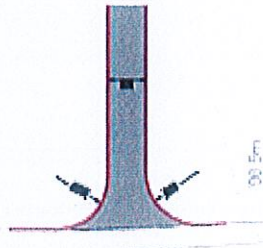
Version	LV	Created	LV	Approved	ES
Original Issue	A2	Date	26.03.2024	Issue	AS SHOWN

INFORMATION GB01T24B39-001 Rev. P01

**6.4 Option 4 - B6403 Stamford Road "T" junction**

- 6.4.1 This proposal for a secondary means of access to be provided at a later stage of the development in conjunction with one of Options 1 or 2 above.
- 6.4.2 The form of junction would be a simple "T" junction on to Stamford Road and could be formed at various locations along the site frontage. A copy of drawing GB01T24B39-004-P01 showing the proposal is contained in **Appendix A**.
- 6.4.3 In developing the design proposals, Manual for Streets standards have been applied.
- 6.4.4 **Table 4** below identifies Strengths and Weaknesses associated with this junction proposal.

**Table 4. Option 4 Strengths and Weaknesses**

LAYOUT	STRENGTHS	WEAKNESSES
	<ul style="list-style-type: none"> <li>○ The formation of the junction could be formed at various locations across the Stamford Road site frontage providing more flexibility in developing the site layout.</li> <li>○ Impact during construction on existing traffic flows would be low.</li> </ul>	<ul style="list-style-type: none"> <li>○ The junction is only suitable to serve as a secondary access to the development site.</li> <li>○ Whilst the access is seen as a secondary means of access there could still be some impact on roads within the village arising from additional traffic movements along the B676 Bourne Road.</li> <li>○ A new junction off Stamford Road may exacerbate observed minor drainage issues.</li> <li>○ The type of junction is not conducive with providing walking and cycling links with the remainder of the Village.</li> <li>○ There is no dedicated provision for cyclists in the village</li> </ul>