

Jake Horton

From: Jane Bateman [REDACTED]
Sent: 18 April 2021 12:10
To: PLANNING POLICY
Subject: Stamford Neighbourhood Plan

Categories: Blue Category

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I am writing with my views on the Stamford Neighbourhood Plan consultation which is due to end on 18 April 2021.

Section 4 - Public Engagement

Page 14 – para 4.7 - I signed up to the mailing list via the website to receive updates and have not received any.

Section 7 - Our Objectives for the Plan

Para 7.1 - there should be an additional overriding objective to cover climate change along the lines of 'To encourage aspiration for all policies to be carbon neutral or One Planet Living principles'.

Section 8 - Housing

There is no mention in the text (paras 8.1 to 8.18) or in Policy 1 of the following:

- Aspiring to the [Code for Sustainable Homes](#) – Code 4, Code 5 and Code 6 – encompassing rainwater harvesting, using local materials and wood timber frames
- Bringing derelict and disused houses back into use
- Encouraging self-building
- Prioritising brownfield over greenfield sites
- Identifying the need for community energy, potential sites and engagement with developers, and invoking the use of a Neighbourhood Development Order
- Using the Community Infrastructure levy (CIL, 25% for neighbourhoods with a Neighbourhood Plan, 15% without) from new housing to fund renewable energy projects, eg district heating or energy efficiency measures.

Page 28 – Policy 1

There is no mention to infrastructure in the New Residential Allocations, specifically a doctors surgery which is vital given the current problems with the only surgery in Stamford and an expanding population.

Para a) – remove 'if applicable' before 'public transport users'. Ensuring streets and layout are suitable for buses is crucial from the start otherwise once the development is built there will be the argument that the streets and layout are **not** suitable for buses.

Para m) – although there is a need to reduce car travel we must be realistic regarding the need for car parking and ensure there is parking provision off street. This is important in terms of the visual aspect of the development. For example the development on the old Williamson Cliffe site in Stamford is particularly bad - a significant number of houses do not have off street parking so vehicles are littered all over the roads making it difficult for other vehicles to manoeuvre through them and also creating a visual eyesore.

Para n) – the provision of EV charging points is important, but reducing car use must not be overlooked.

Para t) – the heading should read ‘Climate Change Adaptation’ not ‘Adaption’. This wording should be strengthened to include reference to striving to be carbon neutral’.

Page 34 – para 8.25 – there is no mention of social housing or co-housing.

Para 26 – para 8.26 - re the wording at then end of this para ‘whilst market housing is likely to be focused upon larger (3-4 bed) accommodation’. This is a real issue in Stamford and must be addressed so that the needs of those who currently live in the town are met.

Section 9 - Local Economy

There is no mention in the text (paras 9.1 to 9.16) or in Policy 4 of the following:

- Ring-fencing existing industrial and commercial sites to avert land becoming lost to housing developments
- Aspiring to the [Code for Sustainable Homes](#) – Code 4, Code 5 and Code 6 – encompassing rainwater harvesting, using local materials and wood timber frames
- Bringing derelict and disused buildings back into use
- Encouraging self-building
- Prioritising brownfield over greenfield sites
- Identifying the need for community energy, potential sites and engagement with developers, and invoking the use of a Neighbourhood Development Order
- Using the Community Infrastructure levy (CIL, 25% for neighbourhoods with a Neighbourhood Plan, 15% without) from new housing to fund renewable energy projects, e.g. district heating or energy efficiency measures.

Page 42 – Map 2a Employment Land provision in Stamford

The map shows ST:SE1 as being an ‘Allocated Strategic Employment Site’, but there is no sign yet that this site is being developed and I understand that if it is not developed for employment then it will become housing. The original plan for the site included employment units alongside the A1 to act as a buffer so the noise was not too bad for those living in the houses. Given the size of this site and the fact that it runs along the A1 I am surprised it is not being developed for employment given there is supposedly so much need for employment sites in Stamford.

Page 43 - Policy 4 – para 2 - the provision of EV charging points is important, but reducing car use must not be overlooked.

Section 10 - The Environment

There is no mention in the text (paras 10.1 to 10.16) or in the policies of the following:

- Encouraging protection or expansion of allotments and community orchards
- Ensuring protection of ecosystems through Wildlife Corridors
- Invoking Tree Preservation Orders

Page 51 – List of Important Green Spaces

The following spaces are missing from the list – Ancaster Road, Collins Avenue, Ross Drive, the Community Orchard at the end of Christchurch Close, off Green Lane.

Section 12 - Heritage and Views

Policy 10. 2 a) – I am concerned that with the development of Stamford North which includes land to the north of Belvoir Close which is in Rutland rather than SKDC this Landscape View could disappear or be severely affected by housing development.

Section 13 - Character Areas

This section is very important and lessons must be learned from the development on the old Williams Cliffe site which is not in keeping with the character of Stamford. A significant number of houses do not have off street parking so vehicles are littered all over the roads making it difficult for other vehicles to manoeuvre through them and also creating a visual eyesore. The development does not seem joined up with a variety of housing designs, the green spaces seem to be neglected and the development has no 'community' feel.

Section 14 - Roads, Transport and Parking

I suggest this section be re-titled 'Transport'. The current heading is too car orientated and gives the wrong message. Transport is wider in that it covers walking, cycling and public transport.

There is no mention of the following:

- Setting criteria for new builds to be within walking distance to the town centre
- Encouraging cycle pathways

Para 14.1 – I support the reference to 'supporting new initiatives to encourage improvements of public transport'. With the growing population of Stamford and the surrounding area, ie Rutland a more frequent train service through Stamford and Oakham becomes more of an option and needs to be pursued.

Policy 12 Sustainable Transport – I am very concerned about the number of houses being planned for the north of Stamford in both SKDC and Rutland, ie 2000. Assuming each dwelling has on average two vehicles (some may have 1 vehicle, others may have 3 or more) this could mean approx 4000 additional vehicles on the roads of Stamford which is very worrying indeed so sustainable transport options are particularly important.

Policy 13.3 - the provision of EV charging points is important, but reducing car use must not be overlooked.

Para 14.11 – I support introducing a 'Park & Ride' system in Stamford given the proposed expansion of the town's population and the number of people from surrounding villages who come to the town and to use the supermarkets.

Para 14.11 - there is no mention in this para or in Policy 13 of introducing a system to address the number of large delivery vehicles that come to the centre of the town. There is scope to have a waiting area outside the town where items could be transferred to smaller vehicles that could more easily negotiate the town's narrow streets.

Section 16 - Sports, Arts and Leisure

Far more needs to be done to promote Stamford as a tourist destination by public transport – for example the Burghley Horse Trials where it is possible to come by train and then walk to the grounds.

Section 18 - Community Aspirations

These are every encouraging and will hopefully be implemented.

However, on Page 97 – Community Aspiration 'To promote increased provision of electric charging points within the town's car parks' – although this is helpful it must be remembered that electric vehicles are not the panacea to addressing climate change and have a detrimental affect on the environment in relation to their batteries.

I hope you will take these comments on boards.

[REDACTED]

