Planning Policy
South Kesteven District Council
Council Offices
St Peter's Hill
GRANTHAM
Lincolnshire
NG31 6PZ

3 December 2009

Dear Sirs

LOCAL DEVELOPMENT FRAMEWORK TO 2026 FOR SOUTH KESTEVEN
SITES ALLOCATION & POLICIES DPD
SUGGESTED SITES CONSULTATION OCTOBER 2009
REPRESENTATIONS & OBJECTIONS

1. Our Chamber is the democratically organized representative body for those involved in Stamford's trade and commerce. It has about 100 members, from the largest to the smallest employer.

2. In the context of the SKDC Local Development Framework, over the past years our Chamber has consulted extensively through its own democratic procedures, and as a result has already made extensive representations on the following consultations:-

* SKDC Local Plan 2001-2011 First Stage Deposit Draft
* SKDC Interim Housing Policy
* SKDC Urban Capacity Study
* SKDC Town Centre Action Plan
* Lincolnshire Structure Plan 2001-2021
* Lincolnshire 2nd Local Transport Plan
* SKDC Local Development Framework June 2006 Consultations (a) Core Strategy Preferred Options (b) Housing & Economic Development Preferred Options
* SKDC Local Development Framework May 2007 Consultations - Core Strategy Preferred Options
* SKDC LDF Core Strategy DPD Submission Consultation January 2009

3. Our Chamber has determined the process by which its internal consultations would be undertaken, attached as Appendix A. We debated on a 1st draft response at a special Committee on 12th November to produce our policies opposite to the Site Allocation & Policies DPD, for member's consideration. The resulting Circular to our members is attached as Appendix B.

4. Our membership have made their comments, and these comments were reviewed by our Committee meeting on 1st December 2009, and our final representations and objections were agreed.

Stamford: The Finest Stone Town in England
5. Our objections and representations to your SKDC Sites Allocation & Policies DPD Suggested Sites Consultation October 2009 are thus as follows:

A. If Stamford has to have some development 'allocated' to it by SKDC and/or Rutland, about which we can do little, it seems we Stamfordians have the opportunity to gain a STAMFORD RING ROAD as per our drawing SCT-32 Rev C (to be found at Appendix C). Such a STAMFORD RING ROAD would be funded by the private sector via the intelligent location and phased release of such development as may be "allocated" to Stamford by the respective SKDC and Rutland Local Development Frameworks. The funding mechanism would be the SKDC Stamford Strategic Infrastructure Tariff, and an equivalent Rutland Tariff. Our Chamber considers that the timely delivery of a STAMFORD RING ROAD will best be achieved by accepting development as set out in B and C below, rather than on other sites.

B. We support the development of Stamford:

   i. between the northern edge of Stamford and the suggested Stamford Ring Road's Northern Link, the exact route of which to be agreed between SKDC and Rutland County Council, AND

   ii. in close proximity to the Ryhall Road Link part of the Ring Road, AND

   iii. on "brown field" sites within Stamford where the existing user is no longer appropriate.

C. To boost the timely delivery of the STAMFORD RING ROAD, our Chamber supports the proposition that all new built developments in Stamford shall be required to contribute to the funding of the STAMFORD RING ROAD, through Strategic Infrastructure Tariffs, instead of a myriad of Section 106 agreements.

6. In respect of the individual Stamford sites listed, it is our view that:

RUT1 Requires a joint action plan by SKDC and Rutland, compliant with the above Chamber policies.

STAM01 and STAM02 These undeveloped open lands are important to the setting of Stamford. Any allocation of these areas for development will be contrary to Spacial Objective 11 of SKDC’s Core Strategy Submission to the Independent Examination. They should be protected from development by re-designation as Prominent Areas for special protection as per Policy EN4 of SKDC 1995 Local Plan.

STAM03 and STAM06 Should be considered for a change of use to housing.

STAM04 Our Chamber has previously submitted suggestions for the re-development of this site and neighbouring lands, to include a 400 space pay Car Park Under the Recreation Ground. We are now even more strongly of the view that increased car parking capacity is essential in this area along the lines of the Car Park Under the Rec. Pending the implementation of a comprehensive scheme, the existing car park must be sacrosanct. We also propose that this large scale additional parking provision should be funded at least in part by the Stamford Strategic Infrastructure Tariff, derived from a mixed use development of the existing car park and neighbouring lands. Meanwhile, any proposals for further piecemeal re-development on any of the neighbouring lands should be refused as premature.
You will understand that the above representations and objections accord fully with our Chamber's policies as set out in our letter of 27th February 2009 in response to the SKDC LDF Core Strategy DPD Submission Consultation of January 2009, and with our previous responses to consultation.

Our Chamber hopes that your Council will give full weight to these our Chamber's representations and objections on the SKDC Sites Allocation & Policies DPD Suggested Sites Consultation October 2009.

Yours faithfully

TIMOTHY LEE
President,
Stamford Chamber of Trade & Commerce
Proposed route of the Ring Road, comprising the Rutland Road Link, 2nd Town Bridge, Burgheley Park Link, Wothorpe Link, and Northern Link has been developed from the February 2003 JMP Consultants report entitled “Stamford Traffic and Highway Study.” The two alternative routes for the Ring Road Northern Link (labelled “Inner” & “Outer”) illustrate the flexibility in respect of development in each of Rutland County Council’s and South Kesteven District Council’s areas. Topography has not been considered.

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STAMFORD RING ROAD

SUGGESTED ASSOCIATED DEVELOPMENT AREAS ENCOMPASSED BY RING ROAD NORTHERN LINK

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<thead>
<tr>
<th>RING ROAD NORTHERN LINK</th>
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<th>Area C</th>
<th>Area D</th>
<th>Total Area</th>
<th>Area in Rutland</th>
<th>Housing Allocation</th>
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EXISTING PRINCIPAL ROADS

COUNTY BOUNDARY

February 2005 JMP Consultants report entitled “Stamford Traffic and Highway Study.”

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