

Rutland County Council

Catmose, Oakham, Rutland, LE15 6HP

Telephone 01572 722577

Email: democraticservices@rutland.gov.uk

Meeting: CABINET

Date and Time: Tuesday, 12 September 2023 at 10.00 am

Venue: Council Chamber, Catmose, Oakham, LE15 6HP

Governance support Officer to contact: David Ebbage 01572 720972
email: governance@rutland.gov.uk

Recording of Council Meetings: Any member of the public may film, audio-record, take photographs and use social media to report the proceedings of any meeting that is open to the public. A protocol on this facility is available at www.rutland.gov.uk/my-council/have-your-say/ The audio of the meeting can also be listened to at <https://us06web.zoom.us/j/89943733174>

Although social distancing requirements have been lifted there is still limited available for members of the public. If you would like to reserve a seat please contact the Democratic Services Team at democraticservices@rutland.gov.uk.

A G E N D A

- 1) APOLOGIES FOR ABSENCE
- 2) ANNOUNCEMENTS FROM THE CHAIRMAN AND/OR HEAD OF THE PAID SERVICE

- 3) DECLARATIONS OF INTEREST

In accordance with the Regulations, Members are required to declare any personal or prejudicial interests they may have and the nature of those interests in respect of items on this Agenda and/or indicate if Section 106 of the Local Government Finance Act 1992 applies to them.

- 4) MINUTES

To confirm the Minutes and Decisions made at the meeting of the Cabinet held on 15th August 2023.
(Pages 5 - 10)

5) ITEMS RAISED BY SCRUTINY

To receive items raised by members of scrutiny which have been submitted to the Leader and Chief Executive.

6) LEVELLING UP FUND - GOVERNANCE AND COMMUNICATIONS

To receive Report No.132/2023 from the Leader of the Council.
(Pages 11 - 50)

7) EARLY YEARS PATHWAY CONSULTATION

To receive Report No.135/2023 from the Portfolio Holder for Children's Services.
(Pages 51 - 56)

8) UPPINGHAM NEIGHBOURHOOD PLAN

To receive Report No.124/2023 from the Portfolio Holder for Planning and Property.
(Pages 57 - 474)

9) KING CENTRE REPLACEMENT BOILERS

To receive Report No.130/2023 from the Portfolio Holder for Planning and Property.
(Pages 475 - 482)

10) MEMBERSHIP OF THE LEICESTERSHIRE SAFER COMMUNITIES STRATEGY BOARD AND DOMESTIC ABUSE LOCAL PARTNERSHIP BOARD

To receive Report No.134/2023 from the Portfolio Holder for Highways, Transport, and the Environment.
(Pages 483 - 486)

11) LEVELLING UP FUND - TRANSPORT PROJECT PROCUREMENT

To receive Report No.126/2023 from the Portfolio Holder for Highways, Transport, and the Environment.
(Pages 487 - 494)

12) SPEED INDICATION DEVICES

Report No.133/2023 from the Portfolio Holder for Highways, Transport, and the Environment.
(Pages 495 - 498)

13) GREEN AND ACTIVE TRAVEL

To receive Report No.121/2023 from the Portfolio Holder for Highways, Transport, and the Environment.
(Pages 499 - 690)

14) EXCLUSION OF THE PRESS AND PUBLIC

Cabinet is recommended to determine whether the public and press be excluded from the meeting in accordance with Section 100(A)(4) of the Local Government Act 1972, as amended, and in accordance with the Access to Information provisions of Procedure Rule 239, as the following item of business is likely to involve the disclosure of exempt information as defined in Paragraph 2 of Part 1 of Schedule 12A of the Act.

Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).

15) MEMORANDUM OF UNDERSTANDING - DEPARTMENT OF EDUCATION SEND CHANGE PROGRAMME

To receive Report No.128/2023 from the Chief Executive.
(Pages 691 - 732)

16) ANY ITEMS OF URGENT BUSINESS

To receive items of urgent business which have previously been notified to the person presiding.

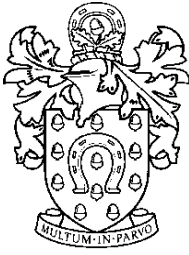
17) DATE OF NEXT MEETING

Tuesday, 17th October 2023.

---oOo---

MEMBERS OF THE CABINET: Councillor G Waller (Chair)
Councillor A Johnson
Councillor P Browne
Councillor D Ellison
Councillor T Smith
Councillor C Wise

This page is intentionally left blank



Rutland County Council

Catmose Oakham Rutland LE15 6HP

Telephone 01572722577 Email: democraticservices@rutland.gov.uk

MINUTES AND RECORD OF DECISIONS AT A MEETING OF THE CABINET

Tuesday, 15th August, 2023 at 10.00 am

PRESENT: Councillor G Waller (Chair) Councillor A Johnson (Vice-Chair)
Councillor P Browne Councillor D Ellison
Councillor T Smith Councillor C Wise

OFFICERS PRESENT: Mark Andrews Chief Executive
Dawn Godfrey Strategic Director for Children and Families
Penny Sharp Strategic Director for Places
Kim Sorsky Strategic Director for Adult Services and Health
Kirsty Nutton Strategic Director for Resources
Angela Wakefield Strategic Director for Law and Governance
Tom Delaney Democratic Services Manager

Decisions published on 16 August 2023

Key Decisions will be implemented on 24 August unless the Call-in Procedure as outlined in Procedure Rule 149 is invoked.

1 APOLOGIES FOR ABSENCE

There were no apologies for absence.

2 ANNOUNCEMENTS FROM THE CHAIRMAN AND/OR HEAD OF THE PAID SERVICE

Mark Andrews, Chief Executive and Head of Paid Service, announced to Cabinet that officers were currently working to address significant business continuity issues within the Highways Team due to vacancies and recruitment issues. It was confirmed senior officers had met and agreed short term interventions to provide additional resource whilst accelerating planned investments in the customer journey aimed to reduce undue pressures on the service.

3 DECLARATIONS OF INTEREST

There were no declarations of interest.

4 MINUTES

Consideration was given to the minutes of the meeting held on 11 July 2023.

RESOLVED

- a) That the minutes of the meeting held on 11 July 2023 be **APPROVED**.

5 ITEMS RAISED BY SCRUTINY

A report had been received from the Strategic Overview and Scrutiny Committee, the report set out suggestions from the Economic Strategy Task and Finish Group regarding the proposed strategy.

The Chair confirmed that the Task and Finish Group had been involved since the early stages of the process of preparing the strategy, and that the suggestions would be taken into consideration during the drafting of the strategy which was due for consideration by Cabinet in October.

6 PROPOSED RAILWAY TICKET OFFICE CLOSURES

The Chair presented the item which was for Cabinet to discuss the proposals from the Department for Transport to close the ticket office at Oakham train station. Members of Cabinet felt the proposals for closure of Oakham's ticket office presented significant issues for residents requiring additional assistance in navigating an already complicated ticketing system.

It was proposed by Councillor C Wise and seconded that the Leader be asked to respond to the ongoing consultation on behalf of the Council setting out the concerns raised, and to also write to the Secretary of State for Transport on the matter, copying in the Member of Parliament for Rutland and Melton.

Upon being put to the vote, with six votes in favour the motion was unanimously carried.

RESOLVED

- a) That the Leader be asked to respond to the ongoing consultation on behalf of the Council setting out the concerns raised, and to also write to the Secretary of State for Transport on the matter, copying in the Member of Parliament for Rutland and Melton.

7 RESERVES STRATEGY AND POLICY - MANAGEMENT OF RESERVE FUNDS

Report No. 114/2023 was received from Councillor A Johnson, Portfolio Holder for Resources. The report presented a proposed Reserves Strategy & Policy which would provide the context of use of the reserve balances to support the delivery of a sustainable financial position for the Council.

It was moved by Councillor P Browne and seconded that the recommendations of Report No. 114/2023 be approved. Upon being put to the vote, with six votes in favour the motion was unanimously carried.

That Cabinet:

- a) **RECOMMENDED** to Council the approval of the Reserves Strategy & Policy which set the future direction of travel and planned use of reserves.

8 2023/24 QUARTER 1 – REVENUE AND CAPITAL FORECAST REPORT

Report No. 116/2023 was received from Councillor A Johnson, Portfolio Holder for Resources. The report provided Cabinet with the forecast outturn position for both the revenue budget and capital programme for 2023/24.

Councillor Johnson moved an amendment for the recommendations to include approval of the requested adjustment to the Adults Fair Cost of Care budget as set out in section 3.2 of the report. This was seconded and upon being put to the vote, with six votes in favour the amendment was unanimously carried.

The motion as amended was then moved by Councillor T Smith and seconded. Upon being put to the vote, with six votes in favour the motion as amended was unanimously carried.

RESOLVED

That Cabinet:

- a) **NOTED** the forecast year end position as at the end of June (first quarter) for:
 - i) Revenue Position (Section 3)
 - ii) Capital Position (Section 4)
 - iii) Dedicated Schools Grant (Section 6)
- b) **NOTED** the update on the Financial Sustainability Strategy (Section 7)
- c) **NOTED** performance against the Treasury Management Prudential Indicators was in line with or better than the Strategy set (Appendix B)
- d) **APPROVED** the request for a budget adjustment for Adults Fair Cost of Care, as set out in section 3.2 of the report.

9 LEVELLING UP FUND: COMMISSIONING DESIGN AND PLANNING TO RIBA STAGE 3

Report No. 118/2023 was received from Councillor G Waller, Leader of the Council. The report sought approval to access Levelling Up Fund (LUF) capital grant monies to procure the technical design phases of Rutland's LUF projects up to RIBA (Royal Institute of British Architects) stage 4.

The recommendations of Report No. 118/2023 were moved by Councillor A Johnson and seconded. Upon being put to the vote, with six votes in favour the motion was unanimously approved.

RESOLVED

That Cabinet:

- a) **APPROVED** the commissioning of works using Levelling Up Fund (LUF) capital grant to enable delivery of Rutland's three capital projects to RIBA Stage 3: The Medi-Tech Centre; The Mobi Hub; and the investment in cultural and visitor economy related to the Ichthyosaur and roman villa.
- b) **RECOMMENDED** to Council that approval be given in due course to the commissioning of works to RIBA stage 4 and beyond to procure necessary design, build and constructions partners to deliver on LUF capital projects.
- c) **DELEGATED** authority to the Strategic Director for Places in consultation with the Leader and Portfolio Holder for Levelling Up Grant & Economic Development to approve associated procurement and spend.

10 EXCLUSION OF THE PRESS AND PUBLIC

The Chair set out that as it was expected both of the following items would require information in the exempt appendices to be discussed, the relevant Portfolio Holders would provide a brief introduction to Report Nos 115/2023 and 117/2023 before a motion to exclude the press and public was considered. Following discussions, the public session would then resume for the Cabinet's votes on the matters.

Following introductions to the items it was moved by Councillor C Wise and seconded that the press and public be excluded, upon being put to the vote, with six votes in favour the motion was unanimously carried.

RESOLVED

- a) That the public and press be **EXCLUDED** from the meeting in accordance with Section 100(A)(4) of the Local Government Act 1972, as amended, and in accordance with the Access to Information provisions of Procedure Rule 239, as the following item of business is likely to involve the disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Act.

---oOo---

The meeting moved to an exempt session at 10:52 am and returned to a public session at 11:19 am.

---oOo---

11 WASTE AND STREET CLEANSING VEHICLE PROVISION - OPTIONS FOR PROVISION OF VEHICLES

It was moved by Councillor C Wise and seconded that the recommendations of Report No. 115/2023 be approved. Upon being put to the vote, with six votes in favour the motion was unanimously approved.

- a) **AUTHORISED** the Strategic Director for Places, in consultation with the Portfolio Holder for Highways, Transport, and the Environment and Portfolio Holder with responsibility for Finance, to agree to fund the purchase of vehicles to provide the fleet for the contract, to be initially financed by the Contractor so that orders may be placed without delay.
- b) **AUTHORISED** the Strategic Director for Places, in consultation with the Portfolio Holder for Highways, Transport and the Environment to agree the fleet replacement programme with the Contractor.
- c) **APPROVED** the required capital contribution to the Contractor for the purchase of vehicles up to £2.069m as per the financial implications in Appendix B paragraph 2.
- d) **AMENDED** the Treasury Management Performance Indicators as per Appendix B paragraph 3.
- e) **AUTHORISED** the Strategic Director of Resources in consultation with the Portfolio Holder with responsibility for Finance to incorporate the financing of the capital contribution into the Medium-Term Financial Strategy making best use of reserves and borrowing options to mitigate risks as outlined in paragraph 8 and Appendix B.
- f) **NOTED** the risk to service continuity if a replacement fleet was not available by May 2024.

12 OUTCOME OF LEISURE PROCUREMENT INITIAL TENDER

An amendment to the recommendations was moved by Councillor G Waller and seconded to add 'stage of' to the third recommendation. Upon being put to the vote, with six votes in favour the amendment was unanimously carried.

The recommendations of Report No. 117/2023, as amended, were then moved by Councillor G Waller and seconded. Upon being put to the vote, with six votes in favour the motion was unanimously carried.

RESOLVED:

That Cabinet:

- a) **NOTED** the outcome of the Initial Tender Stage of the procurement for a leisure operator.
- b) **AGREED** to proceed to Stage 2 of the procurement of a leisure operator, and **NOTED** that Contract Award will be a decision for either Cabinet or Council depending on value.
- c) **DELEGATED** authority to the Strategic Director for Places, in consultation with the Leader of the Council and the Portfolio Holder with responsibility for Finance to determine the approach to energy risk to be specified in the Final stage of Tender for the operation of the site.

13 ANY ITEMS OF URGENT BUSINESS

There were no items of urgent business for consideration.

14 DATE OF NEXT MEETING

This was noted to be Tuesday, 12 September 2023.

---oOo---

The Chairman declared the meeting closed at 11.24 am.

---oOo---

CABINET

12 September 2023

LEVELLING UP FUND: GOVERNANCE AND COMMUNICATIONS

Report of the Leader of the Council

Strategic Aim:	A Special Place Sustainable Lives Healthy and Well A Modern and Effective Council	
Key Decision: Yes	Forward Plan Reference: FP/090623	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr G Waller – Leader of the Council	
Contact Officer(s):	Penny Sharp – Strategic Director of places	07973 854906 psharp@rutland.gov.uk
	Ingrid Hooley – Head of Sustainable Economy and Place	01572 720923 ihooley@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS
<p>That Cabinet:</p> <ol style="list-style-type: none"> 1. Approves the Governance approach for the Rutland Melton Levelling Up Fund Programme. 2. Approves the commissioning of works using Levelling Up Fund (LUF) capital grant to support all publicity and communications, engagement and consultation work for the whole programme. 3. Delegates authority to the Strategic Director for Places in consultation with the Leader of the Council to approve associated procurement, contract award, and spend.

1. PURPOSE OF THE REPORT

- 1.1 To seek approval from Cabinet of the Governance for the delivery phase of the Rutland and Melton £23M Levelling Up Fund programme and to approve the procurement of related publicity and communications required to support a robust governance process. The resultant communications strategy, and related

activities, will deliver on DLUHC requirements on publicising the grant and through effective engagement and consultation deliver the projects detailed within the LUF bid “Rural Innovation In Place”.

2. BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 In March 2022, the Department for Levelling Up Housing and Communities (DLUHC) launched Round 2 of LUF. This was a competitive capital grant funding programme for investment in infrastructure to support local communities to ‘level up’ through: regenerating town centre and high streets; upgrading local transport and highways; and investing in cultural and heritage assets.
- 2.2 With Cabinet approvals in place, Rutland County Council and Melton Borough Council submitted a joint bid and were successful. The bid focussed on addressing shared issues in rural market town economies. This aligned with the MP constituency area reflecting the need for MP support as a gateway requirement for LUF applications.
- 2.3 Rutland County Council is the Lead Local Authority with agreement the function is undertaken on a full cost recovery basis and with a formal agreement between the two local authorities governing the working arrangements including a partnership governance structure.
- 2.4 On 23rd March 2023, Council approved agreements between Rutland County Council and DLUHC, a Memorandum of Understanding, and a Back to Back Agreement between Rutland County Council and Melton Borough Council. These agreements are now in place. See full report to Cabinet and Council: <https://rutlandcounty.moderngov.co.uk/documents/s26386/Report%20No.%2058.2023%20-%20Rutland%20and%20Melton%20Levelling%20Up%20Fund%20Grant.pdf>
- 2.5 The same report delegated authority to the Strategic Director of Resources (Section 151 Officer) and Strategic Director of Places for the administration and implementation (including project delivery) of the Levelling Up Fund grant requirements and reporting in accordance with the Memorandum of Understanding and DLUHC’s monitoring returns DLUHC Levelling Up Funds Local Authority Assurance Framework.
- 2.6 With submission of the signed agreement to DLUHC and the quarterly return for the previous financial year, DLUHC have released £4,205,953 of LUF to Rutland County Council.
- 2.7 Officers are now seeking approval of the governance approach for the programme and approval to commission works supporting all communications needs through competitive tendering via an appropriate framework.
- 2.8 The overall governance framework for the Rutland and Melton LUF Programme is made up of a number of components: The MoU; the Assurance Framework; the ‘Back to Back’ Agreement; and the Council’s Corporate Management Framework.
- 2.9 The programme has a Board established including corporate and political leadership across both authorities. Governance and Terms of reference of the programme and Board were agreed at a Board meeting on 27 July 2023.

- 2.10 For the Rutland and Melton bid, the 3 investment areas were innovation and enterprise in health, transport and food/culture.
- 2.11 Melton Borough Council projects are:
- 2.11.1 **The Stockyard** - Strengthening Melton's position as the 'Rural Capital of Food', the proposed project builds on the success of the work undertaken by Melton Borough Council and its partners at the site of the existing Livestock Market. Funding will be used to support development of food production units and events space.
- 2.11.2 **The Theatre** - SMB College Group's Melton campus theatre in the town centre, will also receive significant investment to refurbish the main auditorium and backstage facilities, making the space more accessible. The site is used as a lecture theatre for local performing arts students and a location for professional and amateur productions. The updated facilities will instil Melton as a top choice for local aspiring performing arts students as well as attract larger scale commercial events to the area.
- 2.12 Rutland County Council projects are:
- 2.12.1 **Medi-tech digital innovation centre** – a commercially operated enterprise centre focused on developing health and care technologies to benefit residents and the wider population. Located at Rutland Memorial Hospital (RMH) site it will have the added benefit of acting as a catalyst for the further integration of health and social care and support the consolidation of a 'health and care campus' with the potential to link Oakham Medical Practice, RMH and land in Council ownership. In addition, the facility could add to the attractiveness for health and care professionals to work in Rutland and support workforce development.
- 2.12.2 **Mobi Hub Integrated transport** – addressing issues with connectivity and accessibility between market towns and services, particularly health. The funding will provide a new integrated transport hub (a 'mobi-hub') for public transport and active travel in close proximity to Oakham railway station and RMH. In addition, the funding will secure two new demand responsive transport routes between Oakham and Melton, connecting some villages not currently served by public transport. The latter is subject to a separate Cabinet report.
- 2.12.3 **Enhanced digital visitor experience** – the investment will enable the digital interpretation of the recent internationally significant finds of the Ichthyosaur and the roman mosaic allowing the historic assets to be widely accessed by visitors and transforming the County's visitor offer. The digital interpretation is intended to be a mobile exhibition that can be hosted in various locations. The LUF funding will also provide for some capital investment into a building(s) to host the digital exhibition.

3. PROCUREMENT

- 3.1 There are no procurement issues in respect of the Governance of the LUF programme.
- 3.2 The range of support services to be procured for the Communications Strategy will include creative development, programme publicity and promotion of the DLUHC grant branding, events, Public Relations (PR), social marketing and emerging

channels, campaign coordination particularly on planning applications, marketing and advertising technology advice, data science, marketing and communications strategy, marketing strategic advice, data provision, management and augmentation, internal communications and engagement, innovation and experience, web design and management.

- 3.3 For the Communications Strategy it is proposed to use a purpose built public sector supplier framework. This will enable us to manage the end to end procurement process either through direct award or via mini-competition, allowing contracts to be awarded in as little as 14 days. This will allow us to expedite effective community engagement and consultation on the programme.
- 3.4 This commission will run the length of the programme, with more work likely to be in initial stages allowing for set up of media and communications material, establishing stakeholder and community relationships. The communications company will hold a place on the LUF Board and work closely with the Communications teams at Rutland County Council and Melton Borough Council.
- 3.5 Soft market testing suggests up to the value of £60,000 to £80,000 per annum funding will be required to develop and deliver the communications strategy for the programme. It is a requirement of the bid award to publicise the programme and part of the planning process for the five projects to engage communities in formal and informal consultation.

4. ALTERNATIVE OPTIONS

- 4.1 There are a variety of options for any Governance approach to complex capital programmes which have been considered. The approach settled on has been discussed and agreed with all partners involved in delivery of the programme, it has been approved by the Board and meets the requirements of the grant.
- 4.2 It is a requirement of the bid that publicity is used to promote the DLUHC grant allocation to the area. It is also essential that engagement and consultation occurs as part of the planning process. Without an external provider the programme will be reliant on in house services which have little or no capacity to support this complex programme effectively.

5. FINANCIAL IMPLICATIONS

- 5.1 The original LUF programme funding profile is summarised in the table below, with £22.9m of grant awarded for schemes with a total value of £26.2m between both Councils.

	Grant £000	Match £000	Total £000
Medi-Tech Digital Innovation Centre	5,792	1,200	6,992
Enhanced digital Visitor Experience	2,000	-	2,000
Integrated Transport	3,000	-	3,000
Total Project with RCC as Lead	10,792	1,200	11,992
Melton Town Centre Regeneration	12,159	2,035	14,194
Total LUF Programme	22,951	3,235	26,186

- 5.2 With submission of the signed agreement to DLUHC and the quarterly return for the previous financial year, DLUHC have already released £4,205,953 of LUF to Rutland County Council allowing us to remain in a cash positive position.
- 5.3 All costs of the programme are being met within the funding envelope. Costs for the Communications elements will be taken from the whole programme, so met by both authorities. Total communications costs are likely to sit at circa 0.8% of all programme costs. This is in agreement with Melton Borough Council.

6. LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 The commissioning, procurement and implementation of the Rutland elements of the LUF programme will be in accordance with the Council's Constitution, including the Contract Procedure Rules and Financial Procedure Rules. Cabinet and/or Council (whichever is appropriate in the circumstances) will be involved at key gateways to approve implementation of projects and limit any financial exposure.
- 6.2 During the development and assessment of the Rutland and Melton LUF bid specialist legal advice was obtained on the Subsidy Control implications of the bid – specifically on compliance with the Subsidy Control rules contained within the Subsidy Control Act 2022 (Note: the Subsidy Control regime has replaced the previous rules on State Aid). It was a DLUHC requirement of all bidders to provide assurance that any grant would be compliant with the Subsidy Control rules and would not distort the competitive market. DLUHC has requested all successful bidders to provide fresh assurance and for that reason the Council's legal advice is currently being refreshed, although there is no reason to believe the updated advice will depart from the original advice.
- 6.3 The cost of legal advice for the programme is funded through the programme with no additional pressure on the Council's revenue position.
- 6.4 Legal advice on the tendering and award will be sought at the appropriate stages of the procurement process.

7. DATA PROTECTION IMPLICATIONS

- 7.1 A Data Protection Impact Assessments (DPIA) has not been completed for because there are no risks/issues to the rights and freedoms of natural persons.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 An Equality Impact Assessment (EqIA) has not been completed because there are no identified risks/issues for equalities or protected groups.

9. COMMUNITY SAFETY IMPLICATIONS

- 9.1 No direct implications arising from this report.

10. HEALTH AND WELLBEING IMPLICATIONS

- 10.1 For Rutland the LUF investment will leverage capital investment and commitment from health partners. The bid was supported by Leicestershire Partnership NHS Trust and Leicester, Leicestershire and Rutland Integrated Care Board.

- 10.2 It provides a catalyst to unlock investment in the Rutland Memorial Hospital site and develop the potential for a health and care campus. This will complement and enhance the work of the Health and Care Collaborative and provides an opportunity to further enhance integration and delivery of local health and care services.
- 10.3 The LUF investment will complement the Council's Transformation Programme and the Health and Care Collaborative workstream. Public transport provision results in reduced rural isolation and emissions from private car use, increased physical activity and access to services.

11. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 11.1 The commissioning, procurement and implementation of the Rutland elements of the LUF programme will be in accordance with the Council's Constitution, including the Contract Procedure Rules and Financial Procedure Rules. Cabinet and/or Council (whichever is appropriate in the circumstances) will be involved at key gateways to approve implementation of projects and limit any financial exposure.
- 11.2 Due to the value of the work to be commissioned Cabinet approval must be requested. From soft market testing, the procurement value is likely to amount to costs between £60,000 and £80,000 per annum and no more than £200,000 for the lifetime of the programme, although the competition for services is expected to come in under those total costs and achieve value for money.
- 11.3 The programme is being delivered to a tight Government imposed timeline consequently important to secure communications services to move the programme at pace and mitigate risks to delivery within timescale.

12. BACKGROUND PAPERS

- 12.1 None

13. APPENDICES

- 13.1 Appendix A - LUF Programme Governance
- 13.2 Appendix B - LUF Executive Programme Board Terms of Reference
- 13.3 Appendix C - LUF Delivery Board Terms of Reference
- 13.4 Appendix D - LUF PID (Programme Initiation Document)
- 13.5 Appendix E - LUF RAID (Risks, Actions, Issues and Decisions) Log
- 13.6 Appendix F - LUF Milestones Plan

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Rutland County Council

Levelling Up Fund –

Governance Structure

Document Owner: Penny Sharp -
Rutland County Council

Authors: Ingrid Hooley
Rutland County Council

Version: V0.05

Date: 25 August 2023

Classification NOT PROTECTIVELY MARKED

Contents

Contents	2
Document Control, Approval and Distribution	2
Version Control.....	2
Document Approval.....	2
Document Distribution	2
Introduction.....	3
Project Details	3

Document Control, Approval and Distribution

Version Control

This document should be updated with any amendments:

Version	Date	Notes
0.01	May2023	First Draft
0.02	4 June 2023	Revised with additional contacts
0.03	24 July 2023	Approved for Board
0.04	10 August 2023	Board revisions & Logos added
0.05	25 August 2023	Final for Cabinet

Document Approval

This document requires the following approvals:

Sponsor Approval	Name	Date
Amends required	Mark Andrews	13 July 2023

Document Distribution

This document will be distributed to:

Name	Method	Date
LUF Board	Board Meeting	26 July 2023

Introduction

This document outlines the governance structure for the Melton and Rutland Levelling Up Fund Programme. The governance of the project is important as it allows the project to ensure the correct decisions are being made and communicated accordingly.

Project Details

£23m of funding has been awarded to Rutland County Council and Melton Borough Council to help boost the local economy and improve connectivity following a successful joint bid for the Government's Levelling Up Fund.

Oakham and Melton Mowbray are historic market towns with huge potential for economic growth. This funding will focus on realising the economic potential of both areas by supporting five key projects focusing on economic innovation, cultural destinations, health science and mobility.

In summary, the 5 projects are:

1. The Medi-Tech Centre – a business and training innovation R&D centre to be built at Rutland Memorial Hospital;
2. The Mobi Hub centre – a public transport and travel hub, incorporating office and business space and facilities to be built adjacent to the hospital site in Rutland;
3. Investment in the cultural and visitor economy in Rutland and development of a digital visitor experience of a Roman Villa and an Ichthyosaur;
4. The Stockyard – investment in event space and the food and drink sector in Melton Mowbray;
5. Investment in the Cultural sector through improvements to the Theatre at the Melton College Campus.

At the heart of Rutland's vision is to maximise the potential of the health sector and improve the area's mobility through the development of a new digital innovation facility and Mobi-Hub at the Rutland Memorial Hospital site.

The Council will also use the funding to support the economic regeneration of the area by the introduction of a mobile, digital visitor experience that makes the most of Rutland's unique cultural assets.

The Rutland Memorial Hospital site proposals accommodate a £3.5m, 1000m² facility, providing lab and light assembly space for the development of medi-tech level clinical trials, a Continuous Professional Development centre for clinicians working in the area and a training base for students involved in relevant disciplines at the local universities, including medical schools and schools of nursing.

This investment will build on the well-established understanding at Health Education England (now a core part of NHS England and Improvement), that the antidote to the skills shortages, at the heart of rural health inequalities, lies in the development and training of people in rural settings themselves.

The facility will also be a community health related hub, including a café and housing health trainers and potentially care workers developing their business on a self-employed basis.

Further funding will be used at the Rutland Memorial Hospital site as the County Council plan to implement a £6.5m, 500m² travel anchor Mobi-Hub. The Mobi-Hub will be supported by a Demand Responsive Transport system based on the Bus Service Investment Plan approach developed by Rutland Council and extended to cover the Melton Borough area linking the overall package of Levelling Up investments. It will focus on two routes, which have been developed through evidence led analysis, with further refinement to be completed. This service aims to enable people to access work, learning and services more fully across the two market towns

Rutland will also use the funding to include a £2m investment in the creation of a mobile, digital visitor experience to view two of the area's unique heritage treasures - the largest Ichthyosaur fossil in Europe and the remains of a stunning 4th Century Roman Villa with an exceptional mosaic. Neither of these assets can currently be displayed easily to the public directly, however this funding will enable the council to create the virtual models, storage and touring facilities to enable the finds to be showcased.

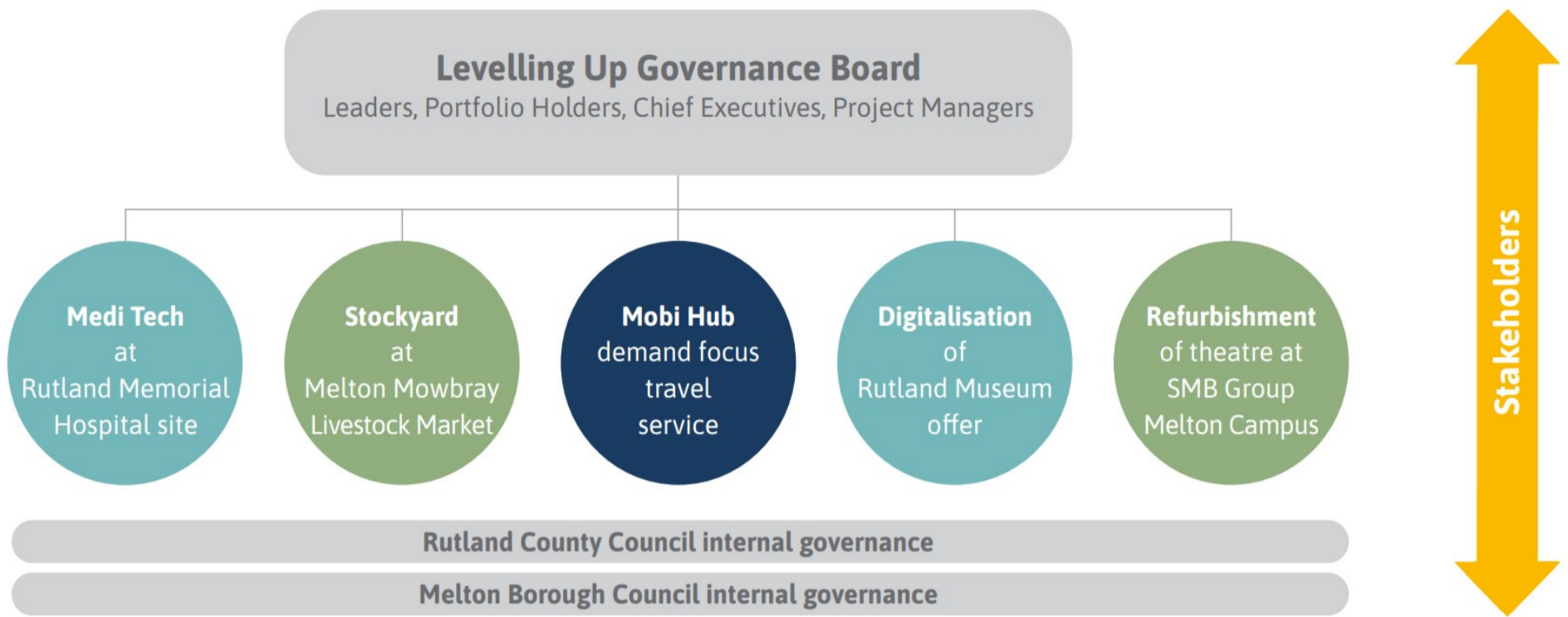
Melton Borough Council will use the funding to develop over 2500sqm of flexible food and drink production units, creating a food and drink innovation showcase in the heart of Melton Mowbray. The Stockyard will also include a support service to help small or upcoming local producers develop and grow in the Rural Capital of Food.

In addition, the funding will be used to deliver a multifunctional event space at the stockyard which could host exciting events and activities throughout the year, bringing additional footfall and attracting repeat visitors to the area.

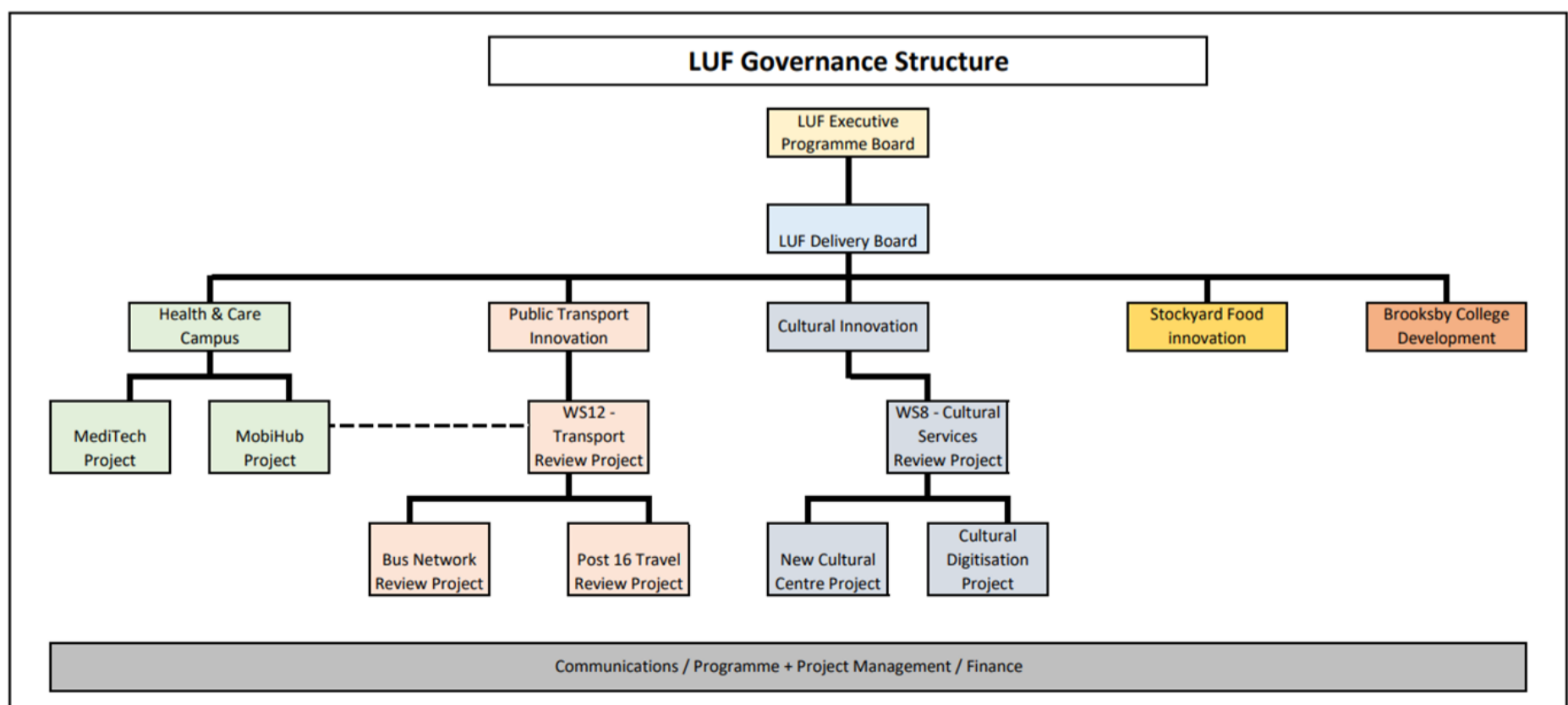
Complementing this activity, £2m of improvements will be made to the theatre on SMB groups Melton campus. These improvements and upgrades will make the space more accessible and ensure it is able to secure and attract larger scale commercial events more often to provide a regular calendar of activity that will, alongside the stockyard, support the town centre and its burgeoning evening economy.

The Governance Structure:

GOVERNANCE STRUCTURE



Governing Body	Responsibilities (in relation to the project)
Rutland and Melton Executive Delivery Board	Steers and has ultimate responsibility for partnership working across the two authorities facilitating Rutland to fulfil its obligations as the lead delivery body for LUF, bringing the Leaders, CEOs and Section 151 Officers from both authorities together to make key decisions about implementation.
Rutland and Melton LUF Executive Programme Implementation Team	Coordinates the work on a day to day basis of the project teams which have been deployed across both local authority areas.
Project Teams	Operational group to deliver the projects within the programme managing actions, issues and risks.
Cabinet	Formal Council governance body to provide decisions on project progress
Council	Formal Council governance body to provide decisions on project progress, outside of the remit of Cabinet (as per the Project Management Framework)
SMT	Senior Management Team to provide support/guidance on operational risks and issues, ensuring blockers to progress are removed and to provide decision making function
Scrutiny	Scrutiny to be used as part of the formal decision making process where they require further review of the work being done



**RUTLAND AND MELTON LEVELLING UP FUND PROGRAMME
EXECUTIVE GOVERNANCE MEMBERSHIP**

JOB TITLE	LUF GOVERNANCE ROLE	ORGANISATION	NAME	EMAIL
LUF Executive Programme Board				
Chief Executive	Chair of Executive Programme Board	Rutland County Council	Mark Andrews	mandrews@rutland.gov.uk
Leader		Rutland County Council	Cllr Gale Waller	GWaller@rutland.gov.uk
Portfolio Holder for Economic Development		Rutland County Council	Cllr Gale Waller	GWaller@rutland.gov.uk
Portfolio Holder for Finance		Rutland County Council	Cllr Andrew Johnson	ajohnson@rutland.gov.uk
Strategic Director – Places	Programme Sponsor (Accountable Body)	Rutland County Council	Penny Sharp	psharp@rutland.gov.uk
Director of Resources – s151 Officer	First Line of Defence (FLOD) – Accountable Body	Rutland County Council	Kirsty Nutton	knutton@rutland.gov.uk
Head of Sustainable Economy and Place	Programme Lead (Rutland)	Rutland County Council	Ingrid Hooley	ihooley@rutland.gov.uk
Chief Executive	Programme Sponsor (Melton)	Melton Borough Council	Edd de Coverley	edecoverly@melton.gov.uk
Leader		Melton Borough Council	Cllr Pip Allnatt	pallnatt@melton.gov.uk
Portfolio Holder for Town Centre, Growth & Prosperity		Melton Borough Council	Cllr Sharon Butcher	sbutcher@melton.gov.uk
Portfolio Holder for Finance, Property & Services		Melton Borough Council	Sarah Cox	scox@melton.gov.uk
Director of Growth and Regeneration		Melton Borough Council	Pranali Parikh	PParikh@melton.gov.uk
Director of Resources – s151 Officer	Finance Lead (Melton)	Melton Borough Council	Dawn Garton	DGarton@melton.gov.uk
Assistant Director – Regeneration and UKSPF Delivery	Programme Lead (Melton)	Melton Borough Council	Lee Byrne	LByrne@melton.gov.uk
LUF Programme Manager	Programme Manager for Rutland and Melton	Rutland County Council	TBC	
Executive Support Officer	Executive Delivery Board Support	Rutland County Council	Julie Old	jold@rutland.gov.uk
FREQUENCY OF MEETINGS				
Quarterly Meeting Schedule: Quarterly Monitoring Returns Board Meetings - 2 nd week after Quarter End (July; October; January; April) Progress Review Board Meetings – Mid-point between Quarterly Return Board Meetings (Aug/Sept; Nov/Dec; Feb/Mar; May/Jun)				

LUF Delivery Board				
Strategic Director – Places	Programme Sponsor (Accountable Body) Chair	Rutland County Council	Penny Sharp	
Head of Sustainable Economy and Place	Programme Lead (Rutland)	Rutland County Council	Ingrid Hooley	
Head of Finance		Rutland County Council	Andrew Merry	
Capital Finance Officer		Rutland County Council	Laura Daughtry	
Director of Growth and Regeneration		Melton Borough Council	Pranali Parikh	
Assistant Director – Regeneration and UKSPF Delivery	Programme Lead (Melton)	Melton Borough Council	Lee Byrne	
Head of Finance	Finance Lead (Melton)	Melton Borough Council	TBC	
TBC	Project Manager (Rutland Meditech)	Rutland County Council	TBC	
TBC	Project Manager (Rutland Mobi Hub)	Rutland County Council	TBC	
TBC	Project Manager (Cultural & Visitor Economy)	Rutland County Council	TBC	
TBC	Capital Programme Manager/ QS support (Rutland)	Rutland County Council	TBC	
Head of Culture and Registration	Project Lead (Cultural Digitisation)	Rutland County Council	Robert Clayton	
Head of Safe and Active Public Realm	Project Lead (Transport)	Rutland County Council	Angie Culleton	
Senior Transport Manager	Project Manager (Transport)	Rutland County Council	Emma Odabas	
TBC	Project Manager (Melton Stockyard)	Melton Borough Council	TBC	
TBC	Project Manager (SMB Theatre)	Melton Borough Council	TBC	
LUF Programme Manager	Programme Manager for Rutland and Melton	Rutland County Council	TBC	
Executive Support Officer	Executive Delivery Board Support	Rutland County Council	Julie Old	

FREQUENCY OF MEETINGS

Monthly and Quarterly meeting to coincide with Board

Meeting Schedule: TBC

Quarterly Progress Review Meetings – two weeks in advance of Executive Delivery Board Meetings



**Melton
Borough
Council**



LUF Executive Programme Board - Terms of Reference

Document Owner:	Penny Sharp, Strategic Director – Places Rutland County Council
Author:	Ingrid Hooley Head of Sustainable, Economy and Place Rutland County Council
Version:	V0.03
Date:	Aug 2023
Classification	NOT PROTECTIVELY MARKED

Contents

Contents	2
Document Control, Approval and Distribution	2
Version Control.....	2
Document Approval.....	2
Document Distribution	2
Introduction.....	3
Membership & Chairing.....	3
Frequency of the Executive Programme Board	4
Responsibilities of the Executive Programme Board	4
Agendas & Minutes	4
Quorum	4

Document Control, Approval and Distribution

Version Control

This document should be updated with any amendments:

Version	Date	Notes
0.01	June 2023	Document Created
0.02	24 July 2023	Discussed and revised at Board 26 July 2023
0.03	25 August 2023	Final version for Cabinet

Document Approval

This document requires the following approvals:

Sponsor Approval	Name	Date

Document Distribution

This document will be distributed to:

Name	Method	Date
	Email	

Introduction

The purpose of this terms of reference document is to state the responsibilities of the Levelling Programme Delivery Board who will be providing support, guidance and leadership through acting as an advisory group to the Cabinet.

Purpose of the Executive Board is:

1. To provide overall strategic direction for the LUF Programme and its constituent Projects including:
 - Mobihub and related Transport
 - Meditech Centre
 - Visitor Economy
 - Stockyard
 - Theatre in Melton
2. To ensure sufficient and adequate processes and resources are put in place to secure, forecast, monitor and assure Programme funding and expenditure in accordance with RCC audit and assurance processes and the Department for Levelling UP Homes and Communities MoU and Assurance Framework.

Membership & Chairing

The Chair is Mark Andrews, Rutland County Council (RCC) Chief Executive and SRPO. If the Chair is to be absent from a meeting, the Chair will appoint another board member to chair the meeting. Membership of the group has been agreed by the Chair, Group Leaders and Portfolio Holder. The composition of this group and team members who are required to attend, will be done so by invitation.

The membership will be comprised of:

- Chair - RCC Chief Executive (as Accountable Body)
- Melton Chief Exec
- Rutland and Melton Leaders
- Rutland & Melton Economic Portfolio holders
- LUF Programme Manager – TBC
- Programme Leads Rutland & Melton
- Communications Lead – TBC
- Finance/S151 Leads Rutland & Melton

Standing attendees include:

- Programme Support
- Programme Manager

Other Council officers, representatives from external agencies and external advisers may attend board meetings if invited by the Chair.

Members may send named deputies by exception. Meeting papers will be shared with the members of the group and nominated deputies.

The Hed of Sustainable Economy will support the provision and running of this group.

Frequency of the Executive Programme Board

Quarterly or more frequently if required.

Attendance at meetings may be in person or by video call or conference call.

The board shall have full power to regulate the frequency and procedures for its meetings and any sub-committees.

Responsibilities of the Executive Programme Board

The main responsibilities of the board are to:

- i. Confirm and communicate the vision for the Rutland and Melton LUF Programme and how the vision is to be achieved.
- ii. Be accountable for the successful delivery of the LUF Programme.
- iii. Authorise individual projects in the Programme to continue at each decision point. Programme Board has the delegated authority to authorise at each decision point.
- iv. Create an environment where the board can plan, agree and implement the measures necessary for the LUF programme to be successful.
- v. Provide visible leadership and support to champion the programme throughout the wider organisation, delivery partners and with relevant stakeholders.
- vi. Set the direction for the programme and approve the baseline programme milestones, costs, scope, quality and target benefits.
- vii. Define acceptable levels of risk (tolerances) for the programme and its constituent projects.
- viii. Ensure that the programme delivers within agreed boundaries of cost, timescales, organisational impact and benefits realisation.
- ix. Resolve strategic risks, issues and conflicts as necessary to ensure progress.
- x. Coordinate allocated project resources and resolve conflicting resourcing demands.
- xi. Ensure that processes and procedures are in place to deliver value for money and that procurement decisions are taken in accordance within agreed delegated authorities.
- xii. Ensure that appropriate resources are made available when required, escalating risks and issues as necessary.
- xiii. Oversee Programme communications and stakeholder management.
- xiv. Oversee all LUF Programme reporting and compliance with the LUF MoU and in accordance with RCC procedures.
- xv. Escalate issues to the appropriate body (Cabinet, Council, DLUHC).
- xvi. Approve end project reports and reviews including lessons learned.
- xvii. Responsible for overseeing the post-contract conditions for the programme.

Agendas & Minutes

The Chair in consultation with the other board members shall determine the dates and agenda for the meetings of the board.

Notices and agendas shall so far as reasonably practicable be circulated at least 3 clear business days in advance to the persons attending the meeting together with the minutes and actions from the preceding board meeting.

The minutes and actions of the meetings of the board shall be circulated promptly to all members of the board.

Quorum

The quorum shall consist of 50% of the board members. Minimum of 1 political member from each council.

Escalation Path

The programme is being managed jointly by both Councils with Rutland as the Accountable Body with overall responsibility to DLUHC. Rutland CC is the signatory on a Memorandum of Understanding with DLUHC and has a Back to Back agreement with Melton BC reflecting this.

The LUF Executive Programme Board includes Political Leaders and portfolio holders from both Councils allowing decisions on normal programme variations, in turn reflecting the DLUHC Project Adjustment Request (PAR) process where changes to finances, outputs and outcomes below 30% variance are treated as minor and do not require escalation.

Key Decisions, including procurement routes will be made by each Cabinet. Major issues (above 30% variance to the programme) to be raised / escalated to each Cabinet and emergency meetings to be called where necessary.

Issues impacting the milestones, financial forecasting and timeline of the programme will be reflected in normal quarterly returns to DLUHC and escalated to DLUHC outside of the Quarterly return process, as agreed with the Board if above 30% variance.

The LUF Programme Manager will escalate variances to the Directors and Board when above 10% change to project finances, outcomes and/or outputs.

DLUHC will allow Accountable Bodies to make decisions locally (rather than referring to the Department through the PAR process) on project changes that relate to up to 30% change in funding profile and up to 30% change in output and outcomes. This is provided the project remains materially the same (see further guidance Project Adjustment Request (PAR) changes: Town Deals, Levelling Up, and Future High Street Funds - GOV.UK (www.gov.uk)). Changes which exceed these thresholds will need to be referred to the Department through the PAR process in the usual way. DLUHC will not be able to consider any increase to agreed funding allocations.

This page is intentionally left blank

LUF Delivery Board - Terms of Reference

Document Owner:	Penny Sharp, Strategic Director – Places Rutland County Council
Author:	Ingrid Hooley Head of Sustainable, Economy and Place Rutland County Council
Version:	V0.01
Date:	Aug 2023
Classification	NOT PROTECTIVELY MARKED

Contents

Contents	2
Document Control, Approval and Distribution	2
Version Control.....	2
Document Approval.....	2
Document Distribution	2
Introduction.....	3
Membership & Chairing.....	3
Frequency of the Executive Programme Board	4
Responsibilities of the Executive Programme Board	4
Agendas & Minutes	4
Quorum	4

Document Control, Approval and Distribution

Version Control

This document should be updated with any amendments:

Version	Date	Notes
0.01	Aug 2023	Document Created

Document Approval

This document requires the following approvals:

Sponsor Approval	Name	Date

Document Distribution

This document will be distributed to:

Name	Method	Date
	Email	

Introduction

The purpose of this terms of reference document is to state the responsibilities of the Levelling Delivery Board who will be providing the support and guidance to enable the projects to be delivered.

Purpose of the Delivery Board is:

1. To provide support for the LUF projects including:
 - Mobihub and related Transport
 - Meditech Centre
 - Visitor Economy
 - Stockyard
 - Theatre in Melton
2. To ensure sufficient and adequate processes and resources are put in place to ensure project delivery is possible on time and within scope and budget.
3. To remove any blockers to progress, review and mitigate risks and to escalate any problems that may arise.

Membership & Chairing

The Chair is Penny Sharp, Rutland County Council (RCC) Director of Place. If the Chair is to be absent from a meeting, the Chair will appoint another member to chair the meeting. Membership of the group has been agreed by the Chair. The composition of this group and team members who are required to attend, will be done so by invitation.

The membership will be comprised of:

- Chair – RCC Director of Place
- Melton Director of Place
- Rutland Programme Lead – Head of Sustainable Economy
- Melton Programme Lead – Assistant Director of Regeneration and UKSPF
- Rutland Finance/S151 Lead
- Melton Finance/S151 Lead
- LUF Programme Manager
- Communications Lead

Standing attendees include:

- Programme Support

Other Council officers, representatives from external agencies and external advisers may attend board meetings if invited by the Chair.

Members may send named deputies by exception. Meeting papers will be shared with the members of the group and nominated deputies.

The Head of Sustainable Economy will support the provision and running of this group.

Frequency of the Executive Programme Board

Monthly or more frequently if required.

Attendance at meetings may be in person or by video call or conference call.

The board shall have full power to regulate the frequency and procedures for its meetings and any sub-committees.

Responsibilities of the Executive Programme Board

The main responsibilities of the board are to:

- i. Provide the basis for the successful delivery of the LUF Programme.
- ii. Progress individual projects in the Programme to continue at each decision point, which then go to the Programme Board who has the delegated authority to authorise at each decision point.
- iii. Create an environment where the board can plan, agree and implement the measures necessary for the LUF projects to be successful.
- iv. Provide visible leadership and support to the projects throughout the each organisation, delivery partners and with relevant stakeholders.
- v. Set the direction for the projects and approve the baseline project milestones, costs, scope, quality and target benefits.
- vi. Define acceptable levels of risk (tolerances) for the projects.
- vii. Ensure that the projects delivers within agreed boundaries of cost, timescales, organisational impact and benefits realisation.
- viii. Help resolve strategic risks, issues and conflicts as necessary to ensure progress or escalate as necessary.
- ix. Help coordinate allocated project resources and avoid conflicting resourcing demands.
- x. Ensure that appropriate resources are made available when required, escalating risks and issues as necessary.
- xi. Plan projects communications and stakeholder management.
- xii. Approve end project reports and reviews including lessons learned.
- xiii. Responsible for overseeing the post-contract conditions for the projects.

Agendas & Minutes

The Chair in consultation with the other board members shall determine the dates and agenda for the meetings of the board.

Notices and agendas shall so far as reasonably practicable be circulated at least 3 clear business days in advance to the persons attending the meeting together with the minutes and actions from the preceding board meeting.

The minutes and actions of the meetings of the board shall be circulated promptly to all members of the board.

Quorum

The quorum shall consist of 50% of the group members. Minimum of 1 Director.



Melton
Borough
Council



Rutland
County Council

LUF Programme – Project Initiation Document (PID)

Document Owner: Penny Sharp – Director for Place RCC
Rutland County Council

Author: Ingrid Hooley Head of Sustainable,
Economy and Place
Rutland County Council

Version: V0.01

Date: Aug 23

Classification NOT PROTECTIVELY MARKED

Contents

Contents	2
Document Control, Approval and Distribution	2
Version Control.....	2
Document Approval.....	2
Document Distribution	2
Introduction.....	3
Project Details	3

Document Control, Approval and Distribution

Version Control

This document should be updated with any amendments:

Version	Date	Notes
0.01	Aug 2023	Document Creation

Document Approval

This document requires the following approvals:

Sponsor Approval	Name	Date

Document Distribution

This document will be distributed to:

Name	Method	Date

Introduction

On the 19th January 2023, HM Government announced the outcome of the LUF competition. The Council were successful with their bid for Rural Innovation in Place – Levelling Up Proposition for Rutland and Melton. Subsequently, a MOU has been agreed covering the funding commitments from DLUHC and the delivery, financial expenditure, agreed milestones, reporting and evaluation, communications and branding expectations between the parties.

This Project Initiation Document (PID) will outline the programme details, what it intends to deliver and by when. This will provide a high level overview of the programme which will be shared and agreed by both parties. It will then form the basis for the development of the subsequent projects.

Project Details

Programme	Levelling Up Fund (LUF) Programme
Background	<p>To many, Rutland and Melton represent quintessential “Middle England”. This simplistic label misses the key challenges which signature rural communities like ours face. These include: skewed demographics, poor access to services, limited consumer choice, challenged small towns, higher energy costs, an outflow of younger people seeking work and a net inflow of older people often retiring into the area. These issues which are often masked by the small scale and relative remoteness of places like Oakham and Melton have a negative impact on local aspirations, local business competitiveness and social mobility.</p> <p>There is a long tradition of innovation in rural places like ours. We propose to harness the natural entrepreneurial talents of the local community to bring a 21st Century vision to Oakham, Melton and our wider hinterland. A vision which recognises that small places have real economic potency now that people can work and interact remotely.</p> <p>We plan to build the post-modern development of the area on the enduring sectors of food and health. Linking the economic potential of the two key settlements through a Demand Responsive Transport scheme we have a vision which will lever the collective economic heft of 100,000 people giving us the dynamic capacity on a distributed basis of a small high impact city, like Warwick, Lincoln, Salisbury or Durham.</p> <p>In addition to a distinctive sectoral focus, there is the broader cultural context of Melton and Rutland being the home to global and world renowned award-winning brands in the Rural Capital of food and drink, a unique, modern and high quality educational theatrical facility to support the next generation of theatre workers contributing to the UKs position as a leader in this arena, and we also have internationally significant local treasures including the largest “sea dragon” fossil in Europe and a fabulous recently discovered Roman Villa and Mosaic. High quality</p>

	<p>and uniqueness is clear in the offer within both areas and Capitalising on these “treasures” to drive footfall, sharpen external interest in our area and make it attractive to investors to create significant opportunities across the wider area is a defining feature of our proposals.</p>
<p>Project Objectives</p>	<ul style="list-style-type: none"> • Creating the optimum environment for our residents and visitors alike to live their best lives, achieving their full potential. • Creating the spaces for the population to exercise its skills locally – through new and contemporary learning and research space. • Enabling more high growth businesses which pay higher wages – through new enterprise and innovation facilities which build local agglomeration effects. • Creating the travel connections to drive up the performance of the area – giving people local carbon travel solutions enabling them to maximise their economic potential, connecting market towns and the rural hinterland to reduce rural isolation and improve accessibility to services • Maximising the cultural assets and offer of the area. • Through making the centre a hub of health innovation driving out health improvements which address the rural health inequalities in the area. • Enhancing pride of place in rural communities
<p>Activities / Scope</p>	<p>Food Innovation Showcase - Development of the stockyard site for events infrastructure, food and drinks production units and supporting business support and tourism related activities by working with current operators of the market and existing tenants. The events capacity and tourism pull of this intervention is bolstered by the inclusion of the Theatre at SMB Group - Melton Campus.</p> <p>Health and Digital Innovation Showcase - Development of a new digital innovation facility anchored around health at the Oakham Hospital Site supporting the creation of high growth digital businesses.</p> <p>Mobility Showcase - Enhancing access, through the development of an e-enabled, community directed approach to demand focus travel, based on a Mobi-Hub, headquartered at the Oakham Hospital Site but providing links across the whole geography harnessing the economic potential of over 100,000 people.</p> <p>Tourism Showcase - Developing a tourism industry around recent major cultural discoveries – the Rutland Ichthyosaur and the Rutland Mosaic – to create a new digital visitor experience showcasing the globally significant recent archaeological finds in Rutland and driving awareness of Rutland. This will compliment significant work to drive food and drink tourism to Melton as well as the cultural and artistic events that take place at the Melton theatre to expand the reach of our attractions across the wider region and beyond</p>

Deliverables	<p>New food units plus event space of c2000m² and a new theatre offer fully let and thriving.</p> <p>New Meditech research facility of c1000m², which will include innovation space fully let with new local digital jobs.</p> <p>New travel hub of c500m², providing significant enhanced local mobility.</p> <p>159 new jobs and £10.2m GVA increase through the Food aspects of the Cattle Marker Cluster.</p> <p>6 jobs and 20,000 visitors linked to the digitized heritage and visitor offers connected with the Cattle Market and Mobile Heritage.</p> <p>40,000 residents with health improvements.</p> <p>20 meditech/digital businesses attracted.</p> <p>10% increase in the number of sustainable business related to the DRT.</p>
Timing	<p>The timings for each of the four projects will vary, but the overall timeline for the delivery of the LUF Programme is by the end of 2024/25. However, a possible years extension to the end of 2025/26 is being considered by DLUHC.</p>
Exclusions	<p>Anything outside of the details in the bid will be excluded as part of the programme unless agreed with DLUHC as an exception.</p>
Dependencies & Assumptions	<p>Dependencies</p> <ul style="list-style-type: none"> • Between Rutland and Melton councils working together to deliver the programme • On the funds agreed with DLUHC as part of the bid • Receipt of the fund in a timely manner as will be detailed in the quarterly returns to DLUHC <p>Assumptions</p> <ul style="list-style-type: none"> • Funding will be available for the projects as detailed in the bid • The governance structures will be acted upon across the whole programme • Resources will be made available to deliver the projects • Reporting requirements from DLUCH will be acted upon in a timely manner and information provided by both parties as required
Resources	<p>Each of the four projects will be fully resourced, from existing staff within Rutland and Melton, supplemented by external resources to ensure the full complement of resources are available to deliver the programme successfully.</p>

Estimated Cost	<p>Mobi-Hub and Meditech facility:</p> <ul style="list-style-type: none"> • Meditech Building £2,258,660 • Lab Fit Out £1,250,000 • Mobi-Hub Building £1,263,900 • External Works £842,400 • Prelims £600,000 • Risk/Contingency (12.5%) £776,879 • Rutland Museum (Cutting Edge Digitisation of Assets) £2,000,000 <p>Total £8,991,839</p> <p>Food innovation Showcase</p> <ul style="list-style-type: none"> • Stockyard Market £12,000,000 • Theatre at Melton Campus (SMB group) £2,193,451 <p>Demand Responsive Transport (Covering Melton and Rutland): £3,000,000</p> <p>Total £26,185,290</p>
-----------------------	--

Programme Name: LUF

Risk & Issues

Last Reviewed: 11 Aug 2023

Risk refers to the combined likelihood the event will occur and the impact on the project if it does occur

ID	Date Raised	Risk or Issue Description	Risk	Likelihood	Impact	Severity	Mitigation or Action Plan	Residual Risk	Risk	Likelihood	Impact	Severity	Owner	Risk Review Date	Status	Date Closed
LUF-RI-001	20/03/23	Discord amongst delivery partners	R	2	4	8	A clear delivery programme will structure the work and minimise the scope for misinterpretation of issues and deliverable. If there are ongoing issues mediation will be deployed by an independent third party.	In the eventuality that this fails the legal agreements between the Accountable Body and the delivery partners will govern the agreement of the final way forward	R	1	3	3	Penny Sharp / Pranali Parikh		Open	
LUF-RI-002	20/03/23	Challenges to the management capacity of the programme delivery activities	R	4	4	16	The breadth of the partnership, comprising two authorities with associated other supporting third party organisations should enable these challenges to be managed.	Management capacity could become an issue at any point.	R	2	3	6	Penny Sharp / Pranali Parikh		Open	
LUF-RI-003	20/03/23	Individual project failure	R	2	4	8	The programme management structure will enable the development of issues of this gravity to be identified and ameliorative actions put in place to mitigate impact as it develops.	This should enable projects to proceed however in the eventuality of terminal issues arising detailed liaison with DLUHC will be put in place as a means of mitigating impact.	R	1	3	3	Penny Sharp / Pranali Parikh		Open	
LUF-RI-004	20/03/23	Cost over-runs due to inflation	R	5	4	20	The planned programme management approach and detailed monitoring of project delivery should provide a good opportunity to manage this risk.	In the eventuality that this situation nonetheless arises a detailed process of value engineering the project will be implemented.	R	4	3	12	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-005	20/03/23	Individual project sponsor failure	R	4	4	16	The detailed liaison by accountable officers with individual projects will enable delivery failure to be identified and mitigated.	The funding agreement provides the basis for ensuring appropriate accountabilities and scope to identify alternative suppliers or in extremis close down projects if there are ultimately no alternative options.	R	2	3	6	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-006	20/03/23	Failure to deliver contracted outputs	R	3	5	15	A well honed programme management and clear accountabilities provides scope for this issue to be identified early and managed effectively.	In the eventuality that the situation is significant and cannot be resolved there is scope for clawback in conjunction with the proposed funding agreement.	R	2	4	8	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-007	20/03/23	Failure to meet spending profile	R	4	5	20	The programme management function backed by the ultimate sanction of clawback within the funding agreements for the delivery of the individual aspects of each project provides the protection required for this risk to be managed effectively.	Close working with both S151 officers and finance teams will reduce this risk further.	R	2	3	6	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-008	20/03/23	Failure to secure release of land for new build. LPT do not support the development of facilities on the RMH site	R	3	5	15	Timely engagement with LPT and background briefing to Alicia Kerns our MP.	Through the integration of LPT as part of the delivery team this will reduce the risk.	R	2	3	6	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-009	04/08/23	Failure to obtain sufficient funds for each quarter from DLUHC due to stringent finance reporting	R	3	4	12	Work with RCC and MBC finance teams to plan and record finances accurately, but with sufficient contingency.	Clarity in reporting to identify funds required will reduce the risk.	R	2	2	4	Kirsty Nutton / Dawn G		Open	
LUF-RI-010	07/08/23	Difficulty in recruitment across the programme for key roles to deliver the projects	R	3	4	12	Development of a resources plan to understand the whole complement of staff/resources required from which a recruitment plan to be created.	Recruiting the right people could still pose a risk which will be difficult to mitigate	R	2	3	6	Penny Sharp / Pranali Parikh		Open	
LUF-RI-011	07/08/23	Lack of resilience and resource in team impacts ability to deliver programme of works	R	3	4	12	Oversight and project managers with required skills and experience employed to ensure smooth running of all aspects of projects and programme. Additional resource being secured on a permanent basis to provide oversight and day to day management as a full time fixed term post.	Staff turnover could still be an issue and this risk is still present.	R	1	2	2	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-012	07/08/23	Change in political outlook/aspiration within each organisation has the potential to dramatically impact the programme or works and desired outputs.	R	2	3	6	LUF Exec board has clearly defined TORs which should manage how the political aspirations of each organisation impact the deliverability of each others programme. Internal work ongoing through relevant governance processes which should minimise any changes to political leadership should they arise.	Member turnover could still be an issue and this risk is still present.	R	1	2	2	Penny Sharp / Pranali Parikh		Open	
LUF-RI-013	07/08/23	This is also the case should political leadership across both MBC and RCC have a disagreement in regards to the programme which is not able to be easily mitigated against due to its political nature.	R	2	3	6	LUF Exec board has clearly defined TORs which should manage how the political aspirations of each organisation impact the deliverability of each others programme. Internal work ongoing through relevant governance processes which should minimise any changes to political leadership should they arise.	Members could still operate outside of the agreed ToR and issues could arise.	R	1	2	2	Penny Sharp / Pranali Parikh		Open	
LUF-RI-014	11/08/23	Failure for Planning permission to be given across all projects in the programme	R	2	5	10	Work closely with RCC and MBC planning departments to get as much advice as possible to make the applications successful	Decisions by planning committees could still not provide the outcome required	R	2	5	10	Ingrid Hooley / Lee Byrne		Open	
LUF-RI-015	11/08/23	Potential for negativity / reputational impact on the work being carried out as part of the LUF programme	R	2	3	6	Proactive comms planning and stakeholder engagement will help with taking the public through the delivery process for the LUF programme	Risk of negative response from the public if there are issues with the programme	R	1	3	3	Penny Sharp / Pranali Parikh		Open	

LUF-RI-016	11/08/23	Securing assurance of payments from S151 officer to ensure payment in a timely manner from RCC to MBC	R	1	4	4	Clarity around the information required and accuracy of the data submitted as part of the DLUHC return will ensure a smooth payment process	Potential for change in reporting requirements from DLUHC	R	1	2	2	Penny Sharp	Open
LUF-RI-017	11/08/23	Impact of constituency boundary changes to Melton and Rutland	R	3	2	6	Risk to be monitored	-	R	3	2	6	Penny Sharp / Pranali Parikh	Open
LUF-RI-018	11/08/23	Change in national Government policy or approach to LUF	R	2	4	8	Risk to be monitored	-	R	2	4	8	Penny Sharp / Pranali Parikh	Open

Programme Name: LUF

Actions

Last Reviewed: 2023

Any actions that have been captured across the various meetings taking place

ID	Date Raised	Workstream	Action Description	Owner	Due Date	Response	Status

NB - Actions at a programme level will be recorded in the LUF Exec Programme Board Meeting or the LUF Delivery Board Meeting

Programme Name: LUF

Decisions

Last Reviewed: 25 Jul 2023

ID	Decision Description	Location	Decision Date	Importance
LUF-D-001	Increase the term of the programme to 2025/2026 (still to be confirmed)	Meeting with DLUHC	25/07/23	High
LUF-D-002	Back-to-back agreement has been developed and signed			High
LUF-D-003	RCC and MBC have agreed to the MOU with DLUHC		20/03/23	High
LUF-D-004	MBC Council agreed to accept the LUF monies	MBC Council Meeting	23/03/23	High
LUF-D-005	RCC Council agreed to accept the LUF monies	RCC Council Meeting	27/06/23	High

Programme Name: LUF

Dependencies

Last Reviewed: 04 Aug 2023

ID	Date Raised	Dependency Description	Projects Impacted	Actions	Comments	Importance
LUF-DEP-001	04/08/23	Confirmation of Site Preference for Mobihub & Meditech Centre	Mobihub / Meditech	Look at the broader implications linked to the wider LUF Delivery Board to lead use of the site – growing into a mini-health masterplan		High
LUF-DEP-002	04/08/23	Agreement of MoU with BEIS	Mobihub / Meditech	RIBA 2 Checklist to be confirmed	Key aspect of the overall programme management approach	Low
LUF-DEP-003	04/08/23	SoS decision on RMH Land usage	Mobihub / Meditech	Work with Alex Baker	PS/IH/LB/PP to work with MPs	High
LUF-DEP-004	04/08/23	Agree Operational Relationship with LPT	Mobihub / Meditech	Partnership MoU with health bodies	IH/PS to liaise with Jo Clinton/Steve	Medium
LUF-DEP-005	04/08/23	Achievement of Planning Permission and Letting of Build Tender	Mobihub / Meditech	Successful planning application(s)	Chosen delivery body to lead on this with input from IH	High
LUF-DEP-006	04/08/23	Agreement of operational routes and consistency with LTP	Mobihub	Confirm that the two routes set out in the application are the ones we intend to run with and enter into a dialogue with Melton and Leicestershire as core partners	AC to lead	High
LUF-DEP-007	04/08/23	Operating Agreement with Leicestershire CC	Mobihub	Negotiate with Leicestershire CC	PS to lead	Medium
LUF-DEP-008	04/08/23	Asset Review	Cultural Review	Revisit the nature and focus of the investment taking account of the asset review process	PS to lead with RC input	High

This page is intentionally left blank

LUF - Milestone Plan v0.05

	Start Date	End Date	Resource	% Comp	Comments
Programme					
0.0	Programme Set Up				
0.0.1	Agree Programme Team	Jun-23	Jul-23	IH/PS	100%
0.0.2	Develop Programme Documentation	Jul-23	Jul-23	IH/PS	100%
0.0.3	Agree Programme Documents	Jul-23	Jul-23	EXEC	100% Signed off by Exec Programme Board
0.0.4	Programme Set Up Briefing (Cabinet)	Sep-23	Sep-23	IH/PS	0% 6th Sept
0.0.5	Cabinet	Sep-23	Sep-23	CAB	0%
0.1	Governance				
0.1.1	Develop Programme Governance Structure	Jul-23	Jul-23	IH/PS	100%
0.1.2	Agree Programme Governance Structure	Jul-23	Jul-23	EXEC	100% Signed off by Exec Programme Board
0.1.3	Set Up Governance Structures				
0.1.3.1	Exec Programme Board	Jul-23	Jul-23	IH/PS	100%
0.1.3.2	LUF Delivery Board	Jul-23	Jul-23	IH/PS	100%
0.2	Reporting & Monitoring				
0.2.1	Quarterly Returns				To DLUCH
0.2.1.1	Agree Meetings with DLUCH	Jul-23	On Going	IH/PS/LB	-
0.2.1.2	Agree Process for Periodic Returns	Jul-23	On Going	IH/PS/LB	-
0.2.1.3	Information Gathering				
0.2.1.3.1	Gather Financial Data (inc. MBC)	Jul-23	On Going	IH/PS/LB	-
0.2.1.3.2	Review with Finance Team	Jul-23	On Going	IH	-
0.2.1.4	Complete Periodic Returns	Aug-23	On Going	IH/PS/LB	-
0.2.1.5	Submit Periodic Returns	Aug-23	On Going	IH	- Jul 23, Oct 23, Jan 24, Apr 24, Jul 24, Oct 24, Jan 25, Apr 25, Jul 25, Oct 25, Jan 26, Apr 26
0.2.2	Status Monitoring Reports				
0.2.2.1	Agree Status Report Process	Jul-23	Jul-23	IH/PS	- For Exec Programme Board
0.2.2.2	Develop Status Reports	Jul-23	On Going	IH	-
0.3	Communications				
0.3.1	Define Communications Requirements	Aug-23	Aug-23	IH/PS	100%
0.3.2	Develop Communications Brief	Sep-23	Sep-23	IH	0%
0.3.3	Approval to go out to procurement from Cabinet	Sep-23	Sep-23	IH	0%
0.3.4	Procurement of Comms Partner	Sep-23	Oct-23	IH	0%
0.3.5	Development of Comms Plan/Strategy	Nov-23	Nov-23	CON	0%
0.3.6	Delivery of Comms Plan/Strategy	Nov-23	On Going	CON	0%
0.4	Legal				
0.4.1	Agree Legal Support Requirements	Sep-23	Oct-23	IH/SK	0% Contract development and review requirements will be with External legal partner
0.4.2	Identify External Legal	Nov-23	Nov-23	IH/SK	0%
0.4.3	Procurement of Legal Partner	Nov-23	Nov-23	SK	0% Internal legal team lead (Sarah Khawaja) to help procure External legal partner
0.4.4	Provide Legal Advice	Dec-23	On Going	CON	0%

45

WS8 - Cultural Services Project					
1.0	Business Case				
1.0.1	Asset Review Impact Assessment on Museum				
1.0.1.1	Complete Review	Jun-23	Aug-23	CON	100% Completed by Inner Circle
1.0.1.2	Agree Outcomes	Aug-23	Sep-23	RC/PS	20%
1.0.1.3	Assess Impact on Museum	Sep-23	Sep-23	RC/PS	20%
1.0.1.4	Input into Business Case Options	Sep-23	Oct-23	RC	0%
1.0.2	Outline Business Case for Options	Oct-23	Oct-23	CON	20%
1.0.3	Governance Review				
1.0.3.1	Cabinet Briefing	Sep-23	Sep-23	PS	0%

	Start Date	End Date	Resource	% Comp	Comments
1.0.3.2 Cabinet	Oct-23	Oct-23	PS	0%	Together with Asset Review
1.1 Solution Review (Cultural Assets)					
1.1.1 Detailed Operational Solution	Jul-23	Jan-24	CON	0%	Delivery Model - include implementation plan + Funding solution (e.g. LUF, Rural England, UKSPF)
1.1.2 Governance Review					
1.1.2.1 Cabinet Briefing	Jan-24	Jan-24	PS	0%	
1.1.2.2 Cabinet	Feb-24	Feb-24	PS	0%	
1.2 Solution Delivery (Cultural Assets)					
1.2.1 Procurement Docs Development	Dec-23	Jan-24	RC	0%	
1.2.2 Tender process	Feb-24	Apr-24	RC	0%	
1.2.3 Start on site	Apr-24	Apr-24	CON	0%	
1.2.4 Interpretation and presentation of exhibition	Apr-24	Mar-25	CON	0%	
1.3 Digitisation Solution					Digitisation interpretation of the Sea Dragon & Mosaic
1.3.1 Governance Review					
1.3.1.1 Cabinet Briefing	Sep-23	Sep-23	PS	0%	
1.3.1.2 Cabinet	Oct-23	Oct-23	PS	0%	For Designer
1.3.2 Procure Designer	Oct-23	Oct-23	RC	0%	
1.3.3 Develop Digitisation Solution	Nov-23	Feb-24	CON	0%	Agnostic to any building/location
1.3.4 Agree Digitisation Solution	Mar-24	Mar-24	RC/PS	0%	Project Board + Stakeholders
1.3.5 Deliver Digitisation Solution	Apr-24	Mar-25	CON	0%	
WS12 - Transport Review (Bus Network Review - Initiative 1 only)					
2.0 Governance					
2.0.1 LUF Funding					
2.0.1.1 Develop Report	Jul-23	Aug-23	AC/EO	100%	Approval for procurement of bus fleet with LUF funds
2.0.1.2 Agree Report	Aug-23	Aug-23	AC/PS	100%	
2.0.1.3 Cabinet	15-Aug-23	15-Aug-23	PS	100%	to release Transport funding
2.1 Business Case					
2.1.1 Develop Report	Aug-23	Sep-23	AC	0%	For the best option to take forward the Bus Network for Rutland
2.1.2 Scrutiny	21-Sep-23	21-Sep-23	AC/PS	0%	
2.1.3 Cabinet Approval	17-Oct-23	17-Oct-23	AC/PS	0%	
2.1.4 Council Approval	06-Nov-23	06-Nov-23	AC/PS	0%	
2.2 Communications & Engagement					Resource provided for the Comms team but be responsible for transport work
2.2.1 Develop Comms & Eng Plan	May-23	Sep-23	TBC	0%	Inc. stakeholder management - new resource will commence
2.2.2 Arrange Engagements	Jul-23	Sep-23	TBC	0%	Drop in sessions
2.2.3 Hold Engagements	Aug-23	Sep-23	TBC	0%	
2.2.4 Collate Results	Sep-23	Sep-23	TBC	0%	These results will feed into the cabinet report
2.3 LUF Delivery					Of two DRT routes
2.3.1 Work Package 1 - Inception & Procurement One					
2.3.1.1 Confirmation of Funding	Aug-23	Aug-23	RCC	100%	From Aug Cabinet
2.3.1.2 Consultation on Final Route Specification	Oct-23	Dec-23	RCC	0%	
2.3.1.3 Final Specification of Equipment Specification	Dec-23	Jan-24	RCC	0%	
2.3.1.4 Order Buses and Equipment	Feb-24	Feb-24	RCC	0%	
2.3.1.5 Install Equipment and Prepare Buses	Mar-24	May-24	RCC	0%	
2.3.2 Work Package 2 - Implementation Strategy					
2.3.2.1 Agreement of Routes	Oct-23	Oct-23	RCC	0%	Together with Melton
2.3.2.2 Confirmation of Operating Arrangements with DfT	Nov-23	Jan-24	RCC	0%	
2.3.2.3 Statutory Notifications	Jan-24	Mar-24	RCC	0%	
2.3.2.4 Final Snagging and Practical Checks of Routes and Equ	Apr-24	Jun-24	RCC	0%	
2.3.3 Workpage 3 - Operation Planning					

		Start Date	End Date	Resource	% Comp	Comments
2.3.3.1	Procurement of Operator	Oct-23	Jan-24	RCC	0%	
2.3.3.2	Testing of Routes	Feb-24	Mar-24	RCC	0%	
2.3.3.3	Publicising of Route and Operation	Apr-24	Jun-24	RCC	0%	
2.3.3.4	Soft Running of Routes	Jun-24	Jul-24	RCC	0%	
2.3.3.5	Final Refinement and Operaton of Routes	Aug-24	Aug-24	RCC	0%	
2.3.4	Workpage 4 - Implementation					
2.3.4.1	Routes in Full Operation	Sep-24	Mar-25	RCC	0%	
2.4	DRT Delivery in Rutland	Dec-23	May-25	RCC	0%	Rest of the DRT Routes

Meditech

3.0	RIBA Stage 0					
3.0.1	Define Scope	Aug-23	Aug-23	RCC	50%	
3.0.2	Agree Scope	Sep-23	Sep-23	RCC	0%	
3.0.3	High Level Design	Sep-23	Sep-23	CON	0%	Update any designs already developed
3.1	RIBA Stages 1/2					
3.1.1	Survey Works (full site)	Jun-23	Jul-23	CON	85%	
3.1.2	Feasibility / Design Brief	Jul-23	Sep-23	CON	50%	
3.1.3	Governance					
3.1.3.1	LUF Delivery Board	Oct-23	Oct-23	IH/PS	0%	
3.1.3.2	Exec Programme Board	Oct-23	Oct-23	IH/PS	0%	
3.1.3	Architect Procurement Process	Nov-23	Jan-23	IH	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider
3.2	SoS Decision Process (could take 6 months)					Cannot put spade in ground until SoS decision on PCT Land
3.2.1	Develop Paper on use of NHS Land	Sep-23	Sep-23	IH	0%	
3.2.2	Agree Paper					
3.2.2.1	LUF Delivery Board	Oct-23	Oct-23	IH/PS	0%	
3.2.2.2	Exec Programme Board	Oct-23	Oct-23	IH/PS	0%	
3.2.2.3	Cabinet	Nov-23	Nov-23	PS	0%	
3.2.3	Submit Paper to SoS	Nov-23	Nov-23	PS	0%	MP engagement
3.2.4	Confirm Land Use Decision	Dec-23	May-23	-	0%	
3.3	RIBA Stage 3					
3.3.1	Design	Jan-24	Mar-24	CON	0%	Inc. Architect Design, Ext. Landscaping, Structural & Drainage, Services
3.3.2	Design Approval					
3.3.2.1	LUF Delivery Board	Mar-24	Mar-24	IH/PS	0%	
3.3.2.2	Exec Programme Board	Mar-24	Mar-24	IH/PS	0%	
3.3.3	Pre-Application Planning	Apr-24	Apr-24	CON	0%	
3.3.4	Design Freeze	Apr-24	Apr-24	CON	0%	
3.3.5	Planning Process	May-24	Jul-24	CON	0%	Submission, review, outcome, approval
3.4	RIBA Stage 4					
3.4.1	Designer Procurement Process	May-24	Jul-24	CON	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider
3.4.2	Approval					
3.4.2.1	LUF Delivery Board	Jul-24	Jul-24	IH/PS	0%	
3.4.2.2	Exec Programme Board	Jul-24	Jul-24	IH/PS	0%	
3.4.3	Contract Award	Aug-24	Aug-24	IH	0%	
3.4.4	Detailed Design Full Scheme - Information Gathering	Aug-24	Nov-24	CON	0%	Design Team + Contractor Review of Information
3.4.5	Detailed Design Full Scheme	Nov-24	Mar-25	CON	0%	Structure Design, Internal Elements, MEP, Value Engineering, Cost Acceptance
3.4.6	Approval					
3.4.6.1	LUF Delivery Board	Apr-25	Apr-25	IH/PS	0%	
3.4.6.2	Exec Programme Board	Apr-25	Apr-25	IH/PS	0%	
3.5	RIBA Stage 5					
3.5.1	Contractor Procurement Process	May-25	Jul-25	CON	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider

	Start Date	End Date	Resource	% Comp	Comments
3.5.2	Approval				
3.5.2.1	Jul-25	Jul-25	IH/PS	0%	
3.5.2.2	Jul-25	Jul-25	IH/PS	0%	
3.5.3	Contract Award		IH	0%	
3.5.4	Site Mobilisation		CON	0%	
3.5.5	Sep-25	Aug-26	CON	0%	
3.6	RIBA Stage 6				
3.6.1	Sep-26	Sep-26	CON	0%	

Mobihub

4.0	RIBA Stage 0				
4.0.1	Aug-23	Aug-23	RCC	100%	
4.0.2	Sep-23	Sep-23	RCC	100%	
4.0.3	Sep-23	Sep-23	CON	50%	Update any designs already developed
4.0.4	Operational Delivery Model				
4.0.4.1	Sep-23	Sep-23	PS/KS	0%	
4.0.4.2	Sep-23	Sep-23	IH/PS	0%	
4.0.4.3	Sep-23	Sep-23	PRJ TM	0%	
4.0.4.4	Sign Off Business Case				
4.0.4.4.1	Oct-23	Oct-23	IH/PS	0%	
4.0.4.4.2	Oct-23	Oct-23	IH/PS	0%	
4.1	RIBA Stages 1/2				
4.1.1	Jun-23	Aug-23	CON	85%	
4.1.2	Jul-23	Aug-23	CON	85%	Drafted by LJ
4.1.3	Governance				
4.1.3.1	Oct-23	Oct-23	IH/PS	0%	
4.1.3.2	Oct-23	Oct-23	IH/PS	0%	
4.1.4	Aug-23	Sep-23	CON	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider
4.2	SoS Decision Process (could take 6 months)				Cannot put spade in ground until SoS decision on PCT Land
4.2.1	Sep-23	Sep-23	IH	0%	
4.2.2	Agree Paper				
4.2.2.1	Oct-23	Oct-23	IH/PS	0%	
4.2.2.2	Oct-23	Oct-23	IH/PS	0%	
4.2.3	Nov-23	Nov-23	PS	0%	MP engagement
4.2.4	Dec-23	May-23	-	0%	
4.3	RIBA Stage 3				
4.3.1	Sep-23	Nov-23	CON	0%	Inc. Architect Design, Ext. Landscaping, Structural & Drainage, Services
4.3.2	Design Approval				
4.3.2.1	Dec-23	Dec-23	IH/PS	0%	
4.3.2.2	Jan-24	Jan-24	IH/PS	0%	
4.3.2.3			IH/PS	0%	For Design + Design & Build Partner Approval + Operational Business Case
4.3.2.4			IH/PS	0%	For Design + Design & Build Partner Approval + Operational Business Case
4.3.3	Dec-23	Jan-24	CON	0%	
4.3.4	Jan-24	Jan-24	CON	0%	
4.3.5	Jan-24	Apr-24	CON	0%	Submission, review, outcome, approval
4.4	RIBA Stage 4 (Full Design)				
4.4.1	Oct-23	Jan-24	CON	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider
4.4.2	Approval				
4.4.2.1			IH/PS	0%	
4.4.2.2			IH/PS	0%	

		Start Date	End Date	Resource	% Comp	Comments
4.4.3	Contract Award			IH	0%	
4.4.4	Detailed Design Full Scheme - Information Gathering	Feb-24	Feb-24	CON	0%	Design Team + Contractor Review of Information
4.4.5	Detailed Design Full Scheme	Feb-24	Aug-24	CON	0%	Structure Design, Internal Elements, MEP, Value Engineering, Cost Acceptance
4.4.6	Approval					
4.4.6.1	LUF Delivery Board			IH/PS	0%	
4.4.6.2	Exec Programme Board			IH/PS	0%	
4.5	RIBA Stage 5 (Construction)					
4.5.1	Contractor Procurement Process	May-24	Aug-24	CON	0%	Develop Tender Docs, Out for Tender, Review Tenders, Decision on Provider
4.5.2	Approval					
4.5.2.1	LUF Delivery Board			IH/PS	0%	
4.5.2.2	Exec Programme Board			IH/PS	0%	
4.5.3	Contract Award			IH	0%	
4.5.4	Site Mobilisation	Aug-24	Sep-24	CON	0%	
4.5.5	Construction + Fit Out	Sep-24	Jul-25	CON	0%	Jules House and External Works
4.6	RIBA Stage 6					
4.6.1	Handover			CON	0%	

This page is intentionally left blank

CABINET

12 September 2023

EARLY YEARS PATHWAYS CONSULTATION

Report of the Portfolio Holder for Children’s Services

Strategic Aim:	A County for Everyone	
Key Decision: No	Forward Plan Reference: FP/140723	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr T Smith - Portfolio Holder for Children’s Services	
Contact Officer(s):	Dawn Godfrey Strategic Director for Children and Families	01572 758358 dgodfrey@rutland.gov.uk
	Bernadette Caffrey, Head of Early Intervention, SEND and Inclusion Services	01572 720943 bcaffrey@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Endorses the approach to developing improved Early Years education arrangements in Rutland and the opportunities to set children on a positive trajectory for their education and into later life, and in their community.
2. Authorises the Strategic Director for Children and Families, in consultation with the Portfolio Holder with responsibility for Childrens Services, to move to public consultation over the future of The Parks Special Nursery School.

1. PURPOSE OF THE REPORT

- 1.1 To inform Cabinet of the Early Years Education Pathway and the reasons that Rutland County Council, (RCC), should consult with children and families about future Early Years education and childcare provision.

2. BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 Rutland’s vision is to support all children and young people with Special Educational Needs and or Disabilities (SEND) to lead healthy, independent, and safe lives, to be

a County that promotes inclusion, to maximise their opportunities to be independent and focuses on their abilities not their disabilities and wherever possible, have their needs met locally (Rutland SEND and Inclusion Strategy 2019).

- 2.2 Schools Forum SEND Recovery Plan triggered exploration of the SEND and Inclusion Early Years Pathway in 2019 to examine the current arrangements and to ensure they were either fit for purpose, or plan for a future alternative model. In particular, to utilise the funding available early in the SEND system to help prevent children's needs from escalating and assist their long-term outcomes.
- 2.3 As a result, two proposed changes were identified - to look at the existing resources, both expertise and finances starting with Oakham CE primary school and the Parks, special nursery provision **and** to work with the Early Years (EY), sector to accelerate mainstream capacity and capability to support children with emerging needs in mainstream EY education and childcare settings and nurseries across the independent, private and voluntary sector in Rutland.
- 2.4 A crucial part of shaping effective services is to engage with parents and carers and boost parental confidence in any change to the system so this change is seen as a positive inclusive proposal.
- 2.5 Rutland's work as part of the Department for Education 'Delivering Better Value in SEND' Programme has underlined these as priorities.

3. OPTIONS EXPLORED FOR THE PARKS NURSERY PROVISION

- 3.1 The Parks special nursery school is a separate registered school but on the same site as Oakham primary school. The Parks space comprises 2 classrooms, children have access to shared spaces in the primary school. Special Nursery Schools are now extremely rare in the UK. If available, they are usually designed to meet the needs of children with multiple and very complex special educational needs.
- 3.2 A project was established in 2020 to review the SEND offer on the school site independently facilitated by experts in the field of SEND and education. The project included both The Parks and OCE primary school Designated Special Provision (DSP). This included the then Oakham CE Primary School (now Oakham Academy Primary) Leadership team including Governors at both The Parks Special Nursery School and OCE.
- 3.3 The DSP has historically offered 20 places for children with Education Health and Care Plans, (EHCP)s whose primary needs are Autistic Spectrum Disorder and Moderate Learning Difficulties and had most often been oversubscribed in recent years, but no written specification was in place to set out expectations between OCE primary school and RCC.
- 3.4 The DSP provision did not offer places for Reception Year children, so The Parks generally supported children through Reception and even Year 1, with 7.5 full time equivalent places for 2-6 years.
- 3.5 In recent years numbers of children whose needs were set out as requiring 'specialist' nursery provision have significantly reduced. Children are often placed in the Parks provision, because of lack of places to progress to at Reception, or by parental preference rather than the local authority recommendation or specific requirements or needs for a specialist provision.

- 3.6 While places remain registered and available there is a risk that this situation will persist, and children will set off on their educational journey in a provision which can meet but does not best match their needs.
- 3.7 **Reasons for considering closure of The Parks provision:**
- 3.7.1 Since the Parks has very small groups it is unable to offer some of the experiences that children would benefit from in other nursery settings, a chance to set them on a positive path in their education through socialisation with other children - a key early experience.
- 3.7.2 Since it is a stand-alone special nursery school, separate to the Oakham Primary school governance there are ongoing issues with operational sustainability due to its size and scale.
- 3.7.3 It has needed additional budget in recent years to give a viable operating baseline due to fluctuations in pupil numbers.
- 3.7.4 The Parks placement costs are therefore relatively much more expensive with high staffing ratios putting places at £33k per child yearly as opposed to £10k for equivalent places. It may be better to utilise the available budget to support children in an Early Years setting closer to home.
- 3.7.5 Following negotiations, a new specification, and Memorandum of Understanding, has been agreed with RLT Academy Trust which now provides education from Reception age in the DSP, from September 2023. The Parks provision, previously had children up to Reception age, but this will now cease.
- 3.7.6 There are no children of nursery age, due to attend the Parks special nursery school in September 2023. Reception aged children are offered a place in the DSP.
- 3.7.7 The wider Early Years sector now has access to regular on-site advice and support from a Specialist Early Years Teacher from 2023 and a Senior Speech and Language Practitioner since 2021 to help identify emerging needs and give on hand advice to practitioners. Both providers work on whole settings practice to develop a sustainable system. Both these initiatives are already having a tangible impact on confidence in SEND practice for practitioners and received great feedback from parents.
- 3.7.8 As part of an established parent collaborative, an EY Pathways Engagement group with parents and carers started in Summer 2023, facilitated by an independent expert by experience, to shape practice and communication and work on making 'great' (in their words) services together.
- 3.8 These changes pave the way to consult with Rutland's children and families on how best to use the resources in the future and begin formal consultation on the future of The Parks Special School.

4. CONSULTATION

Timeline for consultation plans for the future of the Parks Special Nursery School.

- 4.1 Consult on the future of The Parks provision, utilising the DfE technical process for **Opening or Closing Maintained Schools**. The reason for proposed closure is that

the Parks is no longer considered viable, and there will be no loss of quality or quantity of provision or of expertise and specialism locally as this will be provided in maintained provision. In addition, arrangements will be more accessible and convenient for local parents and children.

4.2 The intention is to build on the positive narrative from parents and carers and Early Years settings and understand and fill in gaps in confidence in supporting child in inclusive mainstream settings.

4.3 The next stage will be to conduct a public meeting and engagement event to launch the formal engagement and consultation process and share the proposed plan. It is planned for early November 2023, once the informal engagement with the community is underway. The rationale for making changes to the Parks provision, and alternative options will be presented to the community. Representation on the proposals, and feedback will be received and reviewed, during the 30-day consultation period. After this stage Cabinet approval will be sought on the model and to proceed. The local authority will have a week to publish the agreed outcome. RCC need to have a position by mid-February 2024, when children's school places are communicated. Subject to the consultation the closure of the Parks would be achieved by September 2024.

5. ALTERNATIVE OPTIONS

5.1 Do nothing, continued pressure on the High Needs Block finances and reduced opportunity to assist children in earliest planning for a positive educational trajectory.

5.2 RCC will consider any alternative options presented during the formal consultation period.

6. FINANCIAL IMPLICATIONS

6.1 The Parks currently has a minimum Funding Guarantee of £250,719 for the 7.5 placements. This includes the £33k place funding. This figure was agreed as from 2017/18 to 21/22 the Council funding more than this in every year other than 20/21 which was a covid hit year.

6.2 As mentioned previously the cost of a place in mainstream provision would be £10k per place (£75k for all 7.5 Park Places. The development of the Early Years Pathway is a key development of the Council's SEND Recovery Plan to ensure the High Needs Budget operates within its funding allocation.

6.3 The deficit on the Dedicated Schools Grant at 31/03/2023 was £1.325m, removing the Parks from the offer in Rutland would generate a saving to the High Needs Block of c£250k.

7. LEGAL AND GOVERNANCE CONSIDERATIONS

7.1 Consultation will be carried out according to the DfE Process and guidelines on 'Opening or Closing Maintained Schools'

8. DATA PROTECTION IMPLICATIONS

8.1 A Data Protection Impact Assessments (DPIA) has not been completed because there are no risks or issues to the rights and freedoms of natural persons.

9. EQUALITY IMPACT ASSESSMENT

- 9.1 Proposed arrangements have the potential to positively impact on children's journey through their education and the opportunity for more children to be educated alongside their peers locally. A full Equality Impact Assessment is not required. The Local Authority has a duty under the Children Act and the SEND Code of Practice to meet the needs of children with additional need or deemed to be children in need.

10. COMMUNITY SAFETY IMPLICATIONS

- 10.1 There are no community safety implications.

11. HEALTH AND WELLBEING IMPLICATIONS

- 11.1 Children who attend local education settings have full benefits of their learning environment, peer and community connections and relationships. These are evidenced to improve long term resilience, aspiration, and wellbeing.

12. ORGANISATIONAL IMPLICATIONS

- 12.1 Environmental implications

- 12.2 There will be opportunity to utilise the Parks space to support the expansion of the primary DSP.

- 12.3 Human Resource implications

- 12.4 As a maintained nursery, the LA has the employer responsibility for the existing staff in the Parks, whom are being deployed to support the expansion of the primary DSP.

13. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 13.1 The proposed changes to the delivery model will provide the opportunity to invest more in supporting children in mainstream settings.

- 13.2 Working with key stakeholders the provision arrangements will be adjusted to meet forthcoming needs, serve more children and families in Rutland and develop a sound and sustainable Early Years arrangements linked to the Family Hub Programme and aligned to SEND and Inclusion Strategy and in line with the SEND and AP Improvement Plan seeking for more effective inclusion of children in paving steps along the way to prepare for Adulthood.

14. BACKGROUND PAPERS

- 14.1 There are no additional background papers.

15. APPENDICES

- 15.1 There are no appendices to the report.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

This page is intentionally left blank

CABINET

12 September 2023

UPPINGHAM NEIGHBOURHOOD PLAN

Report of the Portfolio Holder for Planning and Property

Strategic Aim:	A Special Place	
Key Decision: No	Forward Plan Reference: FP/070723	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr P Browne – Portfolio Holder for Planning and Property	
Contact Officer(s):	Penny Sharp, Strategic Director of Places	Tel: 01572 758160 psharp@rutland.gov.uk
	Roger Ranson, Planning and Housing Policy Manager	Tel: 01572 758238 rranson@rutland.gov.uk
Ward Councillors	Cllr C Wise Cllr L Stephenson Cllr S Lambert	

DECISION RECOMMENDATIONS

That Cabinet agree that:

1. The draft Uppingham Neighbourhood Plan is published for public consultation for a minimum of 6 weeks.
2. Following public consultation, the draft plan and representations received be submitted for independent examination.
3. The Strategic Director of Places be authorised to appoint an independent examiner in consultation with the Uppingham Neighbourhood Plan Group.
4. That following receipt of the examiner's report that the Strategic Director of Places, in consultation with the Portfolio Holder with responsibility for Planning, be authorised to publish the County Council's decision notice, update the Uppingham Neighbourhood Plan and undertake a referendum.
5. Subject to the outcome of the referendum that the Strategic Director of Places, in consultation with the Portfolio Holder with responsibility for Planning, be authorised to make the Uppingham Neighbourhood Plan part of the Development Plan for Rutland.

1 PURPOSE OF THE REPORT

- 1.1 To seek Cabinet's authorisation to carry out consultation on the proposed Uppingham Neighbourhood Plan, followed by submission of that plan to an independent examiner. Subject to the acceptance of the recommendations of the examiner, hold a local referendum and, subject to the outcome of that referendum, delegate the making of the Neighbourhood Plan to the Strategic Director of Places.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The draft Uppingham Neighbourhood Plan has been submitted to the County Council for statutory consultation and subsequent independent examination.
- 2.2 Rutland County Council is required to consider whether the plan complies with the relevant statutory requirements. Provided that it meets these requirements, the County Council is required to publicise the Draft Plan, invite representations, notify consultation bodies and submit it for independent examination.
- 2.3 The Draft Neighbourhood Plan that has been submitted to the County Council is attached as Appendix A, this is accompanied by a Basic Conditions Statement, the Consultation Statement, and the Strategic Environmental Assessment and Habitats Regulations Screening report. These are attached as Appendices B, C and D respectively.
- 2.4 The submitted documents have been assessed in accordance with statutory requirements and it is considered that:
- a) the Parish Council is the authorised body to prepare the neighbourhood plan;
 - b) the necessary documents have been submitted, including a map of the area, the proposed neighbourhood plan, statements of the consultation undertaken and how the plan meets the basic conditions, and a sustainability and habitats regulations screening report; and
 - c) the Parish Council has undertaken the correct procedures in relation to pre-submission consultation and publicity.

3 CONSULTATION

- 3.1 If the Neighbourhood Plan meets the statutory requirements, the County Council is required to publicise it, invite representations, notify consultation bodies and submit it for independent examination. It is intended that the consultation will take place over a 6-week period following the decision of Cabinet.
- 3.2 The County Council will be responsible for appointing an independent examiner in consultation with the Parish Council to conduct the examination, which it is anticipated will take place following the statutory consultation. The County Council will be required to consider the examiner's report and to decide whether the of the neighbourhood plan should proceed to local referendum. Cabinet is requested to delegate arrangements for the referendum to the Strategic Director of Places.
- 3.3 If the independent examiner recommends that modifications are required to the neighbourhood plan, it will be necessary for the County Council to consult with the

Parish Council to agree any modifications. Cabinet is requested to delegate authority for such changes to the Strategic Director of Places to assist the examination process.

- 3.4 Within 5 weeks of receipt of the examiner's report, the County Council must modify the plan as per examiner's recommendation and publicise details of the modifications on its website. In the event that agreement cannot be reached it should be noted that the Parish Council has the option of withdrawing the plan.
- 3.5 If agreement is reached, the County Council would then be required to organise a referendum on the neighbourhood plan which it is anticipated could take place later this year.
- 3.6 Finally, if the Neighbourhood Plan secures community approval through the referendum process, the County Council will be required to formally 'make' the Plan as part of the statutory development plan within 8 weeks of the referendum date. Cabinet is requested to delegate authority to make the Neighbourhood Plan to the Strategic Director of Places to ensure that this time limitation can be met.

4 ALTERNATIVE OPTIONS

- 4.1 The Council may refuse to take forward the neighbourhood plan for independent examination if it considers that it does not comply with any of the criteria for a neighbourhood plan set out in legislation and regulations. The County Council would be required to notify the Parish Councils and publicise its decision.

5 FINANCIAL IMPLICATIONS

- 5.1 There will be costs to the County Council arising from publicising the neighbourhood plan, appointing an independent examiner, holding a public hearing (if required) and organising a local referendum. These costs are unlikely to exceed £10,000 but may vary dependant on the amount of work involved.
- 5.2 However, the County Council receives a neighbourhood planning grant from the Department for Levelling-Up, Housing and Communities which will cover the costs involved in this process.

6 LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 The Neighbourhood Plan, when 'made' by the County Council, will become part of the statutory development plan. Applications for planning permission are required to comply with the development plan unless material considerations indicate otherwise.
- 6.2 The process for progressing a Neighbourhood Plan through the stages covered in this report are set out in Neighbourhood Plan Regulations (2012) Regulations 15 - 20 inclusive. Some of these stages include statutory time limits within which decisions and stages must be completed. The delegation of these stages to the Strategic Director of Places will enable these statutory time limits to be met.

7 DATA PROTECTION IMPLICATIONS

- 7.1 A Data Protection Impact Assessments (DPIA) has not been completed because there are no risks/issues to the rights and freedoms of natural persons within this report.

8 EQUALITY IMPACT ASSESSMENT

- 8.1 An Equality Impact Assessment (EqIA) has not been completed for the following reasons:

a) Government guidance on the application of EqIA indicates that RCC is not required to undertake such an assessment of the neighbourhood plan;

b) An EqIA is not required to satisfy the 'basic conditions' that need to be met in drawing up the submission draft plan.

9 COMMUNITY SAFETY IMPLICATIONS

- 9.1 There are no direct community safety implications arising from this report, at this stage of decision making for the neighbourhood plan.

10 HEALTH AND WELLBEING IMPLICATIONS

- 10.1 There are no direct health and wellbeing implications arising from this report, at this stage of decision making for the neighbourhood plan.

11 ORGANISATIONAL IMPLICATIONS

11.1 Environmental implications

- 11.2 None directly identified as part of this stage of decision making for the Neighbourhood Plan.

11.3 Human Resource implications

- 11.4 The County Council has a duty to support Neighbourhood Plans through the provision of advice and guidance as well as in appointing the independent examiner and in undertaking any subsequent referendum. This work is undertaken by existing staff with funding from the Government Neighbourhood Plan grant.

11.5 Procurement Implications

- 11.6 The County Council is responsible for procuring the services of an independent examiner and will follow financial regulations in doing so.

12 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 12.1 The submission draft Uppingham Neighbourhood Plan is considered to comply with the statutory requirements for submission of a neighbourhood plan to a local authority. It is therefore recommended that it be publicised and submitted for independent examination as required by legislation and regulations.

13 BACKGROUND PAPERS

- 13.1 Neighbourhood Plan Regulations:
<https://www.legislation.gov.uk/uksi/2012/637/contents/made>
- 13.2 Neighbourhood Plan guidance: <https://www.gov.uk/guidance/neighbourhood-planning--2>

14 APPENDICES

- 14.1 Appendix A: Submission version of Uppingham Neighbourhood Plan
- 14.2 Appendix B: Basic Conditions Statement
- 14.3 Appendix C: Consultation Statement Volume 1
- 14.4 Appendix D: Consultation Statement Volume 2
- 14.5 Appendix E: Strategic Environmental Assessment
- 14.6 Appendix F - Habitats Regulations Screening report
- 14.7 Appendix G: Map of Neighbourhood Plan Area

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

This page is intentionally left blank

Uppingham Neighbourhood Plan (Review) 2022/2023

Submission Version

Foreword and Introduction from The Town Mayor

One of the most important documents a town can produce is a Neighbourhood Plan. This looks forward, ensuring the town develops in the way which we have agreed, and we are not at the whim of random development and undesired change. There is no doubt it can be challenging to accept the need for increased housing, however by planning properly and looking ahead, the choice of where housing is and what the supportive infrastructure looks like, become ours. Developers are required to work with the Town Council regarding numbers, layout, design, roads and so on which without a plan can be uncontrolled.

Many hours of work by both councillors and other group representatives have led to this revision of the 2016 Neighbourhood Plan in accordance with new planning laws and the nature of the information which must now be included. I am grateful to them for the time and commitment they have given to this.

The Draft Neighbourhood Plan was published for a six-week consultation period earlier in 2023, after which changes will be considered before the refreshed Uppingham Neighbourhood Plan will be submitted to Rutland County Council in July 2023. RCC will then undertake a final consultation and appoint (in consultation with the Town Council) an independent examiner to consider comments received and check that the plan meets the Basic Conditions. After this the plan, in an agreed final form, with hopefully only minor changes, will be subject to a whole town referendum. If a simple majority (over 50% voting "Yes" that they support it) is achieved, the updated Neighbourhood Plan will have legal status and will be a material consideration in relation to planning decisions by Rutland County Council.

There is an adopted Development Plan which looks forward to 2026 and a new Local Plan has been started by Rutland County Council, although this will not be in place until at least the end of 2025. In order to ensure we do have a say in the development in Uppingham we must have a plan completed and agreed long before this. The Neighbourhood Plan covers the period until 2041 and will require revisions approximately every five years.

This new version of the Neighbourhood Plan will enable us, as a community, to ensure we maintain control over the location and scale of new development, its design and construction standards. It will also help us think carefully about how we address the effects of climate change on our town and the lives of our community. To that end, Uppingham Town Council anticipates offering a wider Climate Change Strategy within the next two years for your consideration alongside the agreed Neighbourhood Plan.

I encourage you continue to engage in the process and, critically, to take part in the Referendum. All towns must develop in order to flourish, and we all want Uppingham to continue to be a great place to live, to work, to play. This refreshed Neighbourhood Plan is a vital part of this process.

Liz Clarke

Contents

1. Plan vision
2. Plan objectives
3. Neighbourhood Area
4. Status of the refreshed Neighbourhood Plan
5. Next steps
6. Summary of planning context
7. Indicative dwelling requirement
8. The evidence base
9. Neighbourhood Plan Policies and Community Aspirations

Neighbourhood Plan Policies

General principles of development and addressing climate change

Housing Policies

Proposed new housing sites.

Other Housing Policies

Protecting the character and heritage of the town

Business and employment

Transport and active travel

Community facilities and services

Open Spaces and Environment

Implementation, Monitoring and Review

Acknowledgements

Appendix 1 – List of (with links to) Evidence Documents

Maps

Neighbourhood Area/Plan Boundary Map

Overall sites map

Policy U-HA1 Site allocation for land off Leicester Road (in front of Cricket Club)

Policy U-HA2 Site Allocation for land off Ayston Road

Policy U-HA3 Site Allocation for Land at Uppingham Gate

Policy U-HA4 Site allocation for land to the East of The Beeches

Policy U-HA5 Site allocation for land off Goldcrest/Firs Avenue

Policy TC1: Primary Retail Frontages

Policy BE1: Employment Land and Mixed Use – Uppingham Gate

Policy BE2: Mixed Use/Retail development at the junction of the A47 and Ayston Road

Policy OS1: Protect and enhance existing open spaces (Map 1,2 & 3)

Policy OS3: Proposed Local Green Spaces (Map 1)

1. Plan vision

1.1 Uppingham already benefits from a “made” Neighbourhood Plan (formal date 11th January 2016) covering the period of 2013 – 2026. This was produced in general conformity with the Rutland County Council Core Strategy adopted in July 2011. Rutland County Council are in the process of updating their Local Plan which will cover the period up to 2041, but this will take several years. Accordingly, the decision was taken by Uppingham Town Council not to delay a refresh of the Uppingham Neighbourhood Plan, in line with the Neighbourhood Planning Act 2017. The Neighbourhood Plan period is, therefore, 2022 to 2041.

1.2 The aim of the Neighbourhood Plan is to retain and enhance the traditional values of our small market town ensuring that future development in Uppingham reflects the community’s needs and aspirations, incorporating new homes, businesses, and technology where appropriate. The built environment resulting from the plan will reflect the town’s heritage and rurality and be compatible with local and national policies. Above all it should enable all sections of the community to enjoy a sustainable way of life.

1.3 Uppingham has a history of innovation and is proudly independent. It often seeks local solutions to address its needs while seeking to build and maintain connections with the wider world. The content of, and approach taken to develop this plan reflects this philosophy.

2. Plan objectives

2.1 These include:

- Continue to protect the town's heritage appearance and modernise its infrastructure.
- Stimulate social and economic growth, while addressing the climate crisis and affirming which areas of the town should remain as open space.
- Strengthen community spirit, community health and community safety.
- Improve community life with particular regard for vulnerable, disadvantaged and disabled people.
- Improve the sustainability of the town's retail centre and economic zones.
- Attract public and private sector investment.
- Allocate/facilitate substantial new housing, reflecting Uppingham's role as a service centre which is now the second largest settlement in the county and ensuring that at least 30% of new dwellings are 'affordable' (on sites of more than 10 dwellings) in accordance with RCC policy.
- Create new housing developments designed as 'clusters', incorporating green space and wildlife corridors.
- Enhance the visitor offer and attract the next generation of tourists.

3. Neighbourhood Area

3.1 The Neighbourhood Planning Area, designated by Rutland County Council on 26th November 2012, for the existing Plan is used for this review. The area, as shown on the map, includes all of Uppingham Parish and a small part of Ayston Parish which is adjacent to/South of the A47. There are no houses or businesses in this area, but as with the existing Neighbourhood Plan, Ayston Parish has been consulted on this review.



4. Status of the refreshed Neighbourhood Plan

4.1 The review of the Neighbourhood Plan is being undertaken in accordance with the Government Guidance <https://www.gov.uk/guidance/neighbourhood-planning--2#updating-neighbourhood-plan> Under Paragraph 106 it is considered that the review includes material modifications, including new site allocations, which change the nature of the plan and which will require examination and a referendum. Paragraph 85 (How are more substantive neighbourhood plan updates made?) also applies. The Local Planning Authority (LPA), Rutland County Council (RCC), has also concluded that the review of the current made Uppingham NP involves material modifications which changes the nature of the plan and, therefore, it will require examination and a referendum. As the Qualifying Body for the NP, Uppingham Town Council also believes that the modifications, in particular the new site allocations, are substantial and will change the nature of the plan.

4.2 In accordance with guidance, the Neighbourhood Plan Advisory Group (NPAG), appointed to oversee the review process, has followed the advice set out in Locality Toolkit (Implementation, Monitoring, and Review of Neighbourhood Plans).

- Updated details of community and stakeholder engagement.
- Updated the evidence base to reflect the most recent data and national/local policy.
- Reviewed and revised policies as necessary including supporting rationale/evidence.
- Considered the need for new site allocations with an inclusive and thorough process, including Call for Sites and Sites Assessment, following best practice.
- Undertaken an overall edit of the plan to ensure it reflects current circumstances.

4.3 Reflecting the emerging Local Plan, the plan period for the NP is 2022 to 2041.

4.4 This version is, therefore, the Submission Draft. It follows a formal consultation, in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, which ran from 3rd January 2023 until 17th February 2023. Details of the consultation are presented in a separate Consultation Statement.

4.5 In summary, the consultation involved the distribution an explanatory booklet and questionnaire to all residents and businesses in the Neighbourhood Plan Area. An electronic version of the Draft Plan was available along with hard copies at Uppingham Town Hall and Uppingham Library. Drop-in sessions to explain the Plan were held on Saturday 21st and Tuesday 24th January 2023. Completed questionnaires and other comments could be submitted as hard copy or electronically. 150 questionnaires were submitted and in addition to completing the questions 119 people provided more detailed comments.

4.6 In parallel with the community consultation, all external organisations, agencies, service providers, landowners and businesses with an interest in Uppingham were given an opportunity to comment on the Draft Plan over the same period. Nineteen substantive sets of comments were received.

4.7 The comments received (from residents, businesses and external consultees) were all analysed and considered in detail, along with amendments to the plan by NPAG and formally agreed by the Town Council. That work, which has resulted in the Submission Version, was supported by an independent planning consultant with considerable experience in Neighbourhood Plans.

5. Next steps

5.1 The next stage is the formal submission of the Neighbourhood Plan to Rutland County Council. The County Council will again publicise the submitted plan for a six-week period and invite comments. An independent examiner will then be appointed to consider any representations and check that the Plan meets certain basic conditions, including conformity with national and local planning policies. The examiner may recommend modifications to the County Council to ensure that this is achieved.

5.2 The independent examiner will receive any representations made during the six-week consultation period. The examiner's role is limited to testing whether or not the Neighbourhood Plan meets the 'basic conditions' and certain other matters. The examiner will then issue a report which will recommend whether the Plan should proceed to a referendum or not and will indicate any changes that should be made to the document. In liaison with Uppingham Town Council, RCC will consider the examiners report.

5.3 Recommended changes will then be made to the Plan and RCC will make a decision on whether to send it to referendum. The Plan can only proceed to a referendum if the Examiner and the County Council are satisfied that it meets the Basic Conditions. The Referendum, which will be organised by RCC includes anyone on the electoral roll in Uppingham (the Neighbourhood Plan Area). A simple majority of people voting must then support the Plan at the referendum if it is to be eventually 'made' by RCC. Once 'made', the Neighbourhood Plan will become part of the Development Plan and will be a material consideration when determining planning applications.

6. Summary of planning context

6.1 The review of the NP is urgently required to enable future development, especially new housing, in Uppingham to be undertaken in a planned manner which maximises benefits for the town at the same time as contributing to wider dwelling requirements. Although RCC has now committed to a programme to produce a new Local Plan this will not be in place until sometime in 2025. As time passes, it is inevitable that there will be challenges to the older Local Plan policies.

6.2 In terms of the Strategic Policy Context, the NP review is being carried out to ensure general conformity with the Strategic Policies of the Development Plan, which comprises:

- The Core Strategy Development Plan Document (July 2011)
- The Site Allocations and Policies Development Plan Document (DPD) (October 2014)
- The Minerals Core Strategy & Development Control Policies DPD (October 2010)

6.3 It is recognised however that this policy context is becoming out of date and consequently, in accordance with good practice, account has been taken of the following:

- July 2021 National Planning Policy Framework (NPPF) Sections: 2 Achieving sustainable development, 3 Plan making & 5 Delivering a sufficient supply of new homes.
- The evidence base for the earlier RCC Local Plan Review and recent work on the new Local Plan, including evidence documents, Call for Sites and the Issues & Options Consultation.

6.4 The process of refreshing the NP will complement any input into the new Local Plan. When completed the revised NP will be part of the Development Plan. In particular, Uppingham Town Council wants to put in place a robust and lasting framework for decision making to ensure that the right development takes place in the right place and at the right time, in a way that delivers maximum benefits to the town and the local community.

7. Indicative dwelling requirement

7.1 In accordance with the NPPF, RCC provided an Indicative Dwelling Requirement (IDR) for the Neighbourhood Plan review. Based on an updated calculation, but retaining the methodology approved by the RCC Cabinet in November 2021, the minimum requirement was for 360 dwellings over the period 2021 to 2041.

7.2 However, the NPPF methodology provides flexibility according to local circumstances. Para. 17 states: *It will be for Neighbourhood Plans to consider an appropriate buffer on top of the indicative housing supply figure to ensure choice and competition in the market for land and allow for contingency and any other factors. Again, there should be compelling evidence to justify the scale of any proposed buffer or the non-inclusion of a buffer.*"

7.3 The NP evidence document (Housing Requirement and Past Development Rates, July 2021) shows that past development rates in Uppingham have been lower than projected by RCC. The RCC (Sept. 2022) Small Sites Windfall Study shows that the contribution from windfall sites in Uppingham has fallen. With respect to the latter, the extent of the Conservation Area, the needs of Uppingham School and other heritage/landscape related constraints, are also likely to limit future windfall opportunities. It is not appropriate to put an annual figure on completions from such sources. In addition, the recent Issues and Options consultation for the new Local Plan suggests that overall the Annual Building Rate could be 140 or 160/year. The Indicative Dwelling Requirement agreed by RCC is based on 140 dwellings/year. The RCC Issues and Options report proposed a requirement of 431 dwellings (400 net, taking commitments into account).

7.4 Taking into account evidence, it is argued that, for Uppingham, there is the "*compelling evidence*" required to justify an increased IDR. Accordingly, the site allocations in the NP are based on achieving around 513 dwellings, albeit that development will need to be phased, with a clear distinction between sites which are likely to be developed within five years and those which are expected to come forward later. It is acknowledged that a limited number dwelling might emerge on small sites. There is a small triangular piece of land off Leicester Road (next to No.3) which is identified as a future housing site in the current NP. This commitment is maintained, but the timing of development is unknown, and it has capacity for less than 10 dwellings and cannot be counted towards the dwelling requirement.

7.5 It is noted that this may increase the Uppingham "share" of the overall housing requirement for Rutland from an historic 14% in the Core Strategy (noting that this scale of development has not been achieved) to around 15%. Taking account of local circumstances and the guidance in the NPPF, this is not considered to be in conflict with strategic policy.

7.6 Taking account of comments made during the Regulation 14 Consultation on the Draft Plan, advice from RCC and the passage of time, the approach to meeting the dwelling requirement has been updated. The key changes set out in the (Submission) version are:

1. Land North Of Leicester Road. (Current NP Site B and Proposal U-HA3 in the Reg. 14 Draft) is now included as a commitment rather than a proposed allocation. It has outline permission for 163 dwellings (2019/0524/OUT) following the recent completion of a Section 106 Agreement. This includes the commitment to a roundabout on Leicester Road, in accordance with the longstanding wishes of residents and the Town Council. In addition, land South of Leicester Road (Site C in the current Plan), now has outline and reserved matters approval up to 20 dwellings and is also regarded as a commitment.

2. These commitments have enabled a small reduction in proposed number on the two largest of the proposed sites. This results in 110 (rather than 125) dwellings on U-HA1 (Land in front of the cricket club) and 60 (rather than 65) dwellings on U-HA3 Uppingham Gate.

3. The requirement for the phasing of two sites (U-HA5 and U-HA6 in the Reg. 14 Draft) is more explicit meaning that are these become longer term sites, to be brought forward after at least five years from the making of the Neighbourhood Plan.

4. Increased emphasis has been placed on highway requirements and the need for a range of infrastructure to be provided alongside new housing.

7.7 Whilst recent government announcements suggest that housing requirements for Local and Neighbourhood Plans may be worked out locally, implying that this may result in lower requirements, there is no legislation in place as yet. In addition, although the NPPF is under review, a revised version has yet to be published. Therefore, in order to meet the Basic Conditions, the Neighbourhood Plan must reflect the current (July 2021) NPPF. It must also be in accordance with the current (adopted) Local Plan.

7.8 As described in Section 6, the Local Plan in under review and RCC anticipate that a Consultation Draft will be issued in September/October 2023. It is understood that RCC will reflect the housing numbers and sites that are included in the Neighbourhood Plan. It is anticipated that later in 2023, by the time the Examination of the Neighbourhood Plan takes place, the examiner will be able to take the Draft Local Plan into account.

7.9 As detailed in the Consultation Statement, the Reg. 14 Consultation on the Neighbourhood Plan resulted in a range of comments on housing numbers and sites.

- Developers produced a revised Housing Needs Assessment (HNA) which suggested the need for an increased requirement overall and higher densities on some sites.
- There are community concerns, (also expressed by CPRE), about the overall level of development (which they wish to see reduced) and suggestions that numbers should be reduced on certain sites. It was also suggested that a new HNA should be produced to reflect emerging Government changes to the basis of calculation and the NPPF.
- RCC wish to see an increased focus on highway matters and affordable housing provision but has not objected to the overall level of provision or to individual sites.

7.10 These matters have been considered, but other than adjustments resulting from the new committed dwelling figure, the decision was taken to maintain the approach to housing numbers and sites from the Consultation Draft. The reasons for this decision are:

1. To address the historic under performance in Uppingham in terms of the annual completion rate of dwellings, based on the Core Strategy. (See Aug. 2022 Evidence Document Report on past housing delivery/indicative dwelling requirement).
2. To recognise that the extent of the Conservation Area, the needs of Uppingham School and other heritage/landscape related constraints, will limit future windfall opportunities.
3. In accordance with the principles of Neighbourhood Planning, to provide increased certainty on the scale and location of new housing to residents, local businesses, developers, landowners and decision makers.
4. To reflect the positive engagement of landowners and developers in the NP process.
5. To recognise the argument that as (one of only two) larger settlements in Rutland, Uppingham could take an increased share of overall development beyond the 14% set in the Core Strategy. This would relieve pressure on other less sustainable village locations.

8. The evidence base

8.1 The evidence base for the review of the NP, set out in separate documents, comprises:

(i) A record of engagement and consultation which has been included in the Consultation Statement for Submission. At present it is a simple list of meetings/events with links for people to look at more details. There is a short introductory text explaining the commitment to engagement and transparency and highlighting key decisions and dates. In addition to community consultation, there has been continuous engagement with the business community.

(ii) Housing Site Assessment. A comprehensive document which describes the process (including a summary of engagement and consultation), giving details of methodology, the Call for Sites, the Assessment and the reasons for the selection of proposed sites.

(iii) Other Technical Evidence. A listing, with a short explanation of work undertaken, of material gathered since the decision to prepare for a review of the NP in May 2018 (census data, local housing needs, traffic, roads & transport, town centre and planning records). An assessment of past housing delivery rates was agreed with RCC in July 2022.

A full list of Evidence Documents is given in Appendix 1.

8.2 In addition a Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) has been carried out on the Draft Plan. Copies of this assessment are available alongside the Draft Plan and the Evidence Documents.

8.3 For Submission, a Basic Conditions Statement will be prepared in accordance with the Neighbourhood Plan Regulations.

9. Neighbourhood Plan Policies and Community Aspirations

9.1 This section sets out the policies that will help to deliver the Objectives for Uppingham outlined in Section 2. It is acknowledged that some of the Neighbourhood Plan policies are linked to matters covered in the existing Core Strategy and the Site Allocations DPD, but there is an understandable concern in Uppingham that those documents are becoming out of date. As such, the Neighbourhood Plan contains a series of planning policies which provide a distinct local perspective, including new housing site allocations, reflecting the unique character of Uppingham. The Neighbourhood Plan forms part of the Development Plan. Decisions should be made in accordance with it and the Local Plan policies unless other material considerations apply.

9.2 The land-use Plan policies are preceded by a “Rationale” in plain font which explains the purpose of and justification for each policy, linked to national guidance and the evidence documents. The policy wording is then presented in **bold italics** in blue shaded text boxes.

9.3 The planning policies (and associated community proposals – see below) are grouped in the following sections:

1. General principles of development and addressing climate change.
2. Housing policies (including site allocations)
3. Other housing policies
4. Protecting the character and heritage of the town
5. The town centre and other retail development
6. Business and employment
7. Transport and active travel
8. Community facilities and services
9. Open Spaces and Environment

9.4 In some of the above sections, the formal planning policies are supplemented by Community Proposals. These informal proposals are easily distinguished from the formal planning policies as they are set out in *italics* followed by a short explanation in plain text. The community proposals are aspirations which the Town Council will pursue on behalf of the community, noting that this will require support from other organisations. Unlike the land-use policies, the Community Aspirations are not tested as part of the independent examination into the Neighbourhood Plan and are not used in the determination of planning applications. They are, however, important to the way in which the Plan will be implemented, especially when working in partnership with RCC and outside organisations.

9.5 In the Housing Policies and Other Housing Policies there are several technical terms which are used. These are explained/defined below.

1. Indicative dwelling requirement.

This is the figure provided by RCC to meet the requirements of para. 67 of the NPPF which states: *“Where it is not possible to provide a requirement figure for a neighbourhood area, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body. This figure should take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority.”* The calculation methodology and figure for Uppingham was approved by RCC cabinet on 16th Nov. 2021.

2. Bungalow

Throughout this document the term ‘bungalow’ refers to dwellings which are primarily single storey, comprising the majority of living accommodation at ground floor with only secondary bedroom/bathroom and/or home office accommodation within the roof space. Dormers or roof lights may be incorporated, taking account of design requirements, local character and privacy. The provision of bungalows in the specified locations is appropriate in terms of local character and will help to meet local aspirations for a range of house types and sizes. Importantly, the potential to incorporate secondary bedroom, bathroom and home office space within the roof, by the use of dormers and/or rooflights, will ensure that the accommodation provided is flexible. This will enable space to be provided for visitors, family members or carers to support older people. However, such accommodation must be clearly subsidiary to the main living accommodation at ground floor level and should not result in unbalanced, top-heavy or over-intensive development.

3. Infill Development

This is defined as the filling of small gaps within the settlement, normally involving development of a gap in an otherwise continuously built-up frontage.

4. Windfall Sites

These are defined as sites which have not been specifically identified as available in the Neighbourhood or Local Plan process. They normally comprise previously developed land that has unexpectedly become available or other appropriate infill sites.

5. Affordable Housing (Taken from the NPPF – Annex 2)

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

(a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

(b) Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

(c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

(d) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to government or the relevant authority specified in the funding agreement.

Neighbourhood Plan Policies

1. General principles of development and addressing climate change (Policy GP1)

Rationale

Applying the principles of the Localism Act (2011), the NPPF and ensuring developers, landowners and RCC recognise the importance of this Neighbourhood Plan, this general policy is to enable the community of Uppingham to ensure that development is genuinely sustainable. In Government advice: <https://www.gov.uk/government/get-involved/take-part/make-a-neighbourhood-plan> a key role of Neighbourhood Planning is “... for communities to have a say in the future of the places where they live and work.... the power to produce a plan with real legal weight that directs development in your local area.” It is important, therefore, that landowners and developers give parish and town councils and their local communities as early an opportunity as possible to get involved in the development process. In Uppingham this process has been supported by many local groups.

Development will only be encouraged where it can be shown that the scheme will help to achieve the Objectives of the Neighbourhood Plan. Locally, the concept of sustainability relates particularly to the need for sensitive design, such that development reflects the character of the surroundings, meeting environmental, social and economic objectives, together with better facilities for pedestrians and cyclists. All these measures will contribute to the quality of life for residents.

It is also intended that the policy will support national efforts to address the threat of climate change to all communities, including the application of Building Regulations for energy efficiency and electric vehicle charging.

The impact of climate change is a global and national concern, but it is also felt locally in Uppingham, related to the physical form of the settlement and how the local economy and community functions. Several of the specific Neighbourhood Plan policies, for example: OH5 (the design of new housing), TC1 to 3 (the town centre), TR2 (active travel), CF1 and 2 (community facilities) plus OS1 and OS2 (Green Spaces) contain elements related to sustainable development and combatting climate change. The issue is of such concern that it justifies the inclusion of a specific point of principle on minimising CO2 emissions in the Neighbourhood Plan in this overall policy on achieving sustainable development and addressing climate change. In addition to this formal planning policy, there is a wider intention to support the creation and maintenance of healthy and sustainable communities. However, the policy is drafted so as to provide a positive framework for decision making, as required in the NPPF.

Policy GP1 - General principles for sustainable development and addressing climate change.

- (a) As appropriate to their scale, nature and location, all development proposals must:***
- (i) be appropriately located;***
 - (ii) be of an appropriate scale and demonstrate a high standard of design;***
 - (iii) have regard to their setting and the character of the local area;***
 - (iv) not unacceptably affect the amenity of nearby residents;***
 - (v) provide for sustainable transport modes (e.g. walking and cycling);***
 - (vi) respect the local built, social, cultural, historic and natural heritage assets;***
 - (vii) demonstrate practical efforts to achieve (or preferably exceed) design and construction standards for sustainable development, to minimise CO2 emissions.***

(b) Landowners, developers and applicants should engage with the Town Council and the local community early on in the formulation of proposals. In accordance with RCC policy, pre-application discussions for larger scale development proposals (e.g. 10+ houses or commercial development over 500m2) should involve appropriate consultation with the Town Council and local residents in advance of an application being submitted. It is expected that RCC will apply the policies of this NP in giving any pre-application advice.

(c) All new development should be designed to anticipate climate change, to be capable of being adapted to minimise resources used in both construction and future use operation, at the same time as being sensitive to the local character.

Housing Policies

1. Overall Housing Numbers (Policy H1)

Rationale

Under the “Duty to support”, the County Council is working actively with the Town Council on the review of the Uppingham Neighbourhood Plan. As part of this, an indicative dwelling requirement had been confirmed by RCC as a minimum of 360 dwellings for the period 2021 to 2041. RCC advises, however, that there is discretion for the NP to set a buffer to address choice and contingency. As noted in Section 7, past development rates have been lower than anticipated in the Core Strategy and the range of figures contained in the recent Issues & Options Consultation for the new Local Plan shows a potential higher indicative dwelling requirement for Uppingham. It is, therefore, justifiable for the Neighbourhood Plan review to be based on a higher requirement of 513 new dwellings over the period 2021 to 2041. Details are given in the Evidence Document: Housing Requirement: Past Delivery Rates. Taking account of commitments (see Section 7 above), new sites need to be allocated to accommodate around 330 new dwellings.

The NPPF states that local planning authorities should promote an effective use of land taking account of the need for housing and development within their area, together with the local housing market and viability, the character and setting of an area and the importance of securing well designed attractive and healthy places.

At County level, evidence on density requirements for new development has been reviewed and shows that the previous density requirements have not generally been met. The County Council has decided that a better approach is to promote the efficient use of land in a way which responds to and reflects the local character and the opportunities presented by the site. It is acknowledged that Neighbourhood Plans may establish locally appropriate density standards where they meet the requirements of national and strategic policies to make the most effective use of land and delivering housing and other development needs. It is considered that the approach to densities on the proposed sites in this Neighbourhood Plan fulfil this objective, recognising overall densities and the characteristics of each site.

Policy H1 (overall housing numbers and densities)

Sites are allocated to meet the indicative dwelling requirement of up to 330 new dwellings during the Plan Period. On these sites, development should make the most efficient use of land, but density, design and layout must also respond to local character, context and distinctiveness. The overall density on the sites should be around 25 dwellings per hectare. Cumulative densities below this figure will not normally be supported, but it is accepted that variations may be justified based on the character of the surrounding area.

2. Associated Infrastructure (Policy H2)

Rationale

The development of a substantial number of new dwellings over the plan period will require investment in infrastructure throughout the town, as well as within and adjoining the allocated sites. Infrastructure need to be defined widely and includes roads, services,

utilities, open space, community facilities, health, education and an expanded range of local retail, recreation and hospitality provision.

The policy, which reflects the Locality Guidance (Community Infrastructure Levy – 2017), is intended to establish this important principle. The implementation of the Neighbourhood Plan will include the provision of a Local Infrastructure Development Plan (IDP). This will be assembled by UTC in partnership with the County Council, developers, utilities and service providers. It is intended that UTC and RCC will specify work to be carried out by developers, funding to be committed through the Community Infrastructure Levy (CIL), Section 106 Agreements and the investment programme of RCC and service providers. It is acknowledged that infrastructure has to be directly related and reasonable in scale and kind, in accordance with the Community Infrastructure Levy Regulations.

Policy H2. The provision of infrastructure associated with new housing

Development must be accompanied by necessary investment in infrastructure, including roads, services, drainage, utilities, open space, community facilities, health, education and inclusive IT provision, to meet the needs resulting from the increase in population and to take account of the needs arising from new housing.

In addition, taking account of other policies in this Neighbourhood Plan, private sector investment in new retail, hospitality and recreation facilities of an appropriate scale and in accessible locations will be encouraged.

3. The need for sites to be developed in a timely manner (Policy H3)

Rationale

The site assessment process and the selection of allocations is intended to meet the indicative dwelling requirement in a sustainable and effective way, at the same time as reflecting community preferences. However, the allocated sites also relate to the local landscape, access points and field boundaries. In addition, it is important that development should not prejudice future infrastructure provision, e.g. improved road connections.

It is also of great concern to the Town Council that the sites allocated for development are brought forward in a timely manner. This reflects the statement made at Para. 60 in the NPPF (July 2021) *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed **and that land with permission is developed without unnecessary delay.**”* In addition, the measure will support the NPPF requirements in Para. 68 that

“.....Planning policies should identify a supply of:

- a) specific, deliverable sites for years one to five of the plan period; and*
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.”*

Paras. 74 and 77 which refer to maintaining supply and delivery of new homes also apply. *“74.....and **all plans** should consider whether it is appropriate to set out the anticipated rate of development for specific sites.....”* and

77. “To help ensure that proposals for housing development are implemented in a timely manner, local planning authorities should consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period,

where this would expedite the development without threatening its deliverability or viability. For major development involving the provision of housing, local planning authorities should also assess why any earlier grant of planning permission for a similar development on the same site did not start."

Outline planning permission usually requires the submission of reserved matters within three years, but NPPF provision allows for the local planning authority to require earlier submission and commencement of development as a condition of a planning permission.

Progress on site development will be closely monitored and, where it appears that there are unjustified delays, the Town Council may initiate a review of the Neighbourhood Plan to identify alternative opportunities for development. Where there is no extant planning permission on a previously allocated site, it will not necessarily be carried forward as a site allocation in a new version of the Uppingham Neighbourhood Plan.

The Town Council will however support appropriate extensions to timescales if it is happy with evidence showing that there are valid reasons for delay or progress is imminent.

Policy H3 The timing of development

(A) It is expected that the development of the housing and mixed use sites allocated in this Neighbourhood Plan will be implemented in a timely manner. Development proposals will only be supported where land is to be used effectively and where they enable and do not prejudice possible future development and infrastructure opportunities on adjoining sites or nearby land.

(B) For sites with an outline permission which expires, the Town Council will advise the County Council that it will not support replacement (full) applications, unless there is clear evidence that there have been clear and justifiable reasons for any delay in implementation.

(C) Where development on a site has not commenced within 5 years of the making of the Neighbourhood Plan or does not have a detailed planning permission/reserved matters approval, the Town Council will use the option to review the Neighbourhood Plan to consider alternative locations where there is a better prospect of development.

4. Proposed new housing sites (Policies U-HA1 to U-HA5)

Rationale

The Neighbourhood Plan Advisory Group has been through a thorough process to identify and allocate sites for new housing. This has followed national guidance and good practice and the process has involved landowners, developers, the County Council and, of course, the local community. (See details are in the Housing Sites Assessment Evidence Document:

The sites covered in Policies U-HA1 to U-HA5 are summarised in the table below. The detailed development requirements for each site, set out in the subsequent site policies, reflect community need/aspirations, the characteristics of the site and location, other evidence and engagement with the landowner and/or developer.

Natural England Groundwater Protection Guidance should be applied to sites in Secondary Aquifers, see: <https://www.gov.uk/government/collections/groundwater-protection> In addition, Historic England guidance, "Housing Allocations in Local Plans" has been applied to the site selection process.

Table 1 – Summary of proposed housing site allocations and existing commitments

Policy number and location	Commence within 5 years	Requirements (derived from site assessment by the NPAG Housing Subgroup).
U-HA1 Land off Leicester Rd. front of Cricket Club.	110 dwellings	In accordance with the agreement in principle reached with the landowner/developer, the layout should not prejudice the potential of future road connections.
U-HA2 Land off Ayston Road.	40 dwellings	In accordance with community consultation this should include least 50% of dwellings as bungalows. Adjoining land to the north is proposed for retail use.
U-HA3 Uppingham Gate	60 dwellings	A mixed development to include employment opportunities as well as housing. In accordance with community consultations, the housing mix should be 25 bungalows and 35 houses.
	Longer Term after 5 years	
U-HA4 The Beeches	60 dwellings	Access must be achieved through a collaborative approach with the owners of site UNP21LS01 (U-HA3)
U-HA5 Land off Goldcrest	60 dwellings	This site must have proper access (primarily not through Firs Avenue) before construction can begin.
Total allocations	330 dwellings	
Commitment 1	163 dwellings	Land North of Leicester Road (Ref. 2019/0524/OUT)
Commitment 2	20 dwellings	Land South of Leicester Road (Ref. 2022/0296/RES)
Overall Total	513 dwellings	

Policy H 4: Proposed site allocations to meet the indicative dwelling requirement.

Five sites are allocated to meet the uncommitted part of the dwelling requirement

Short and medium term (to commence within 5 years):

U-HA1 Land off Leicester Road (in front of Cricket Club). For 110 dwellings.

U-HA2 Ayston Road. For 40 dwellings.

U-HA3 Uppingham Gate mixed use site. For 60 dwellings.

Longer term (after 5 years, subject to access requirements and progress on other sites)

U-HA4 Beeches for 60 dwellings.

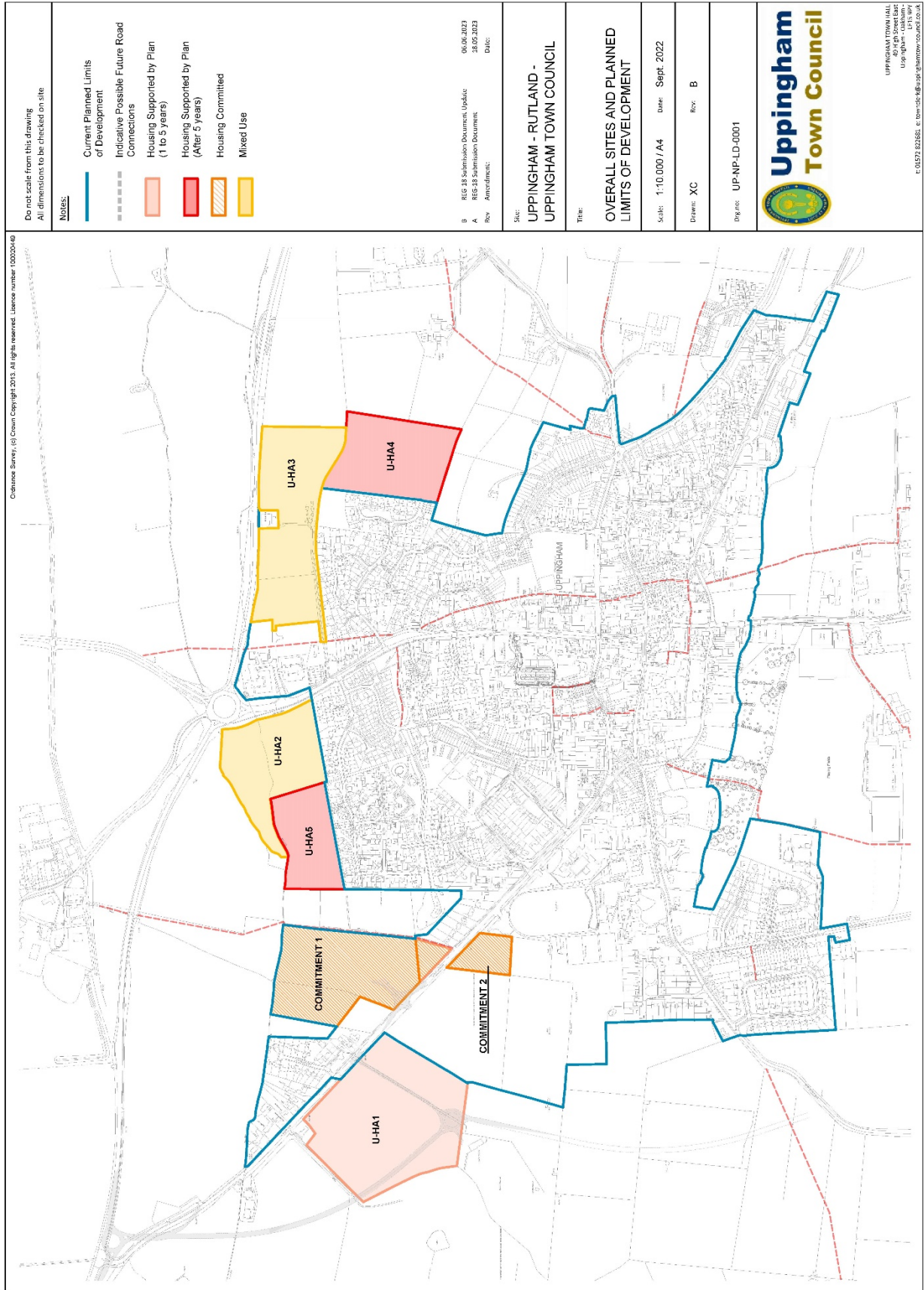
U-HA5 Goldcrest for 60 dwellings

Overall Map

The map overleaf shows the location of proposed sites, including housing and mixed uses (see later retail and employment policies) related to the existing (RCC) Planned Limits of Development. It also shows a potential indicative line for future road connections. It is acknowledged that this does not constitute a formal land use allocation, but engagement with landowners and developers has shown that the layout of several of the proposed housing sites could provide for the possibility of such a route.

Cumulative traffic implications

In the site allocation policies which follow, reference is made to the need for “Full Transport Assessments” for each of the proposed development sites. RCC highways has indicated that for the sites U-HA2, 3, 4 & 5, which adjoin or are in close proximity, the cumulative impact of traffic must be considered and appropriate improvements and mitigation measures put in place.



Individual site allocations and requirements

1. Site Allocation: Land in front of Cricket Club, off Leicester Road (Policy U-HA1)

Rationale

This land is just north-west of recent residential development off Leicester Road/Southwell Way and is opposite an older housing area off Leicester Road/Shepherd's Way. It is an appropriate location for development to meet the indicative dwelling requirement. It is on a bus route and within walking and cycling distance of the town centre, also enabling access to the A47, without adding significantly to traffic through the town. The design and housing mix criteria will ensure that character is respected, and that local housing needs and aspirations can be met. Account has also been taken of the Landscape Sensitivity and Capacity Study (2017 for RCC).

The net developable area has been agreed with the developer/landowner, taking account of access and open space requirements and the potential of future road connections. Open space provision reflects RCC policy, matching overall needs and also takes into account the character and location of the site. The retention of access to the cricket club will enable the continued use of this important community/recreation facility. The retention of open land between the proposed site and the recently completed Southwell Way development would enable the future provision of a potential new road connection between Leicester Road and Stockerston Road.

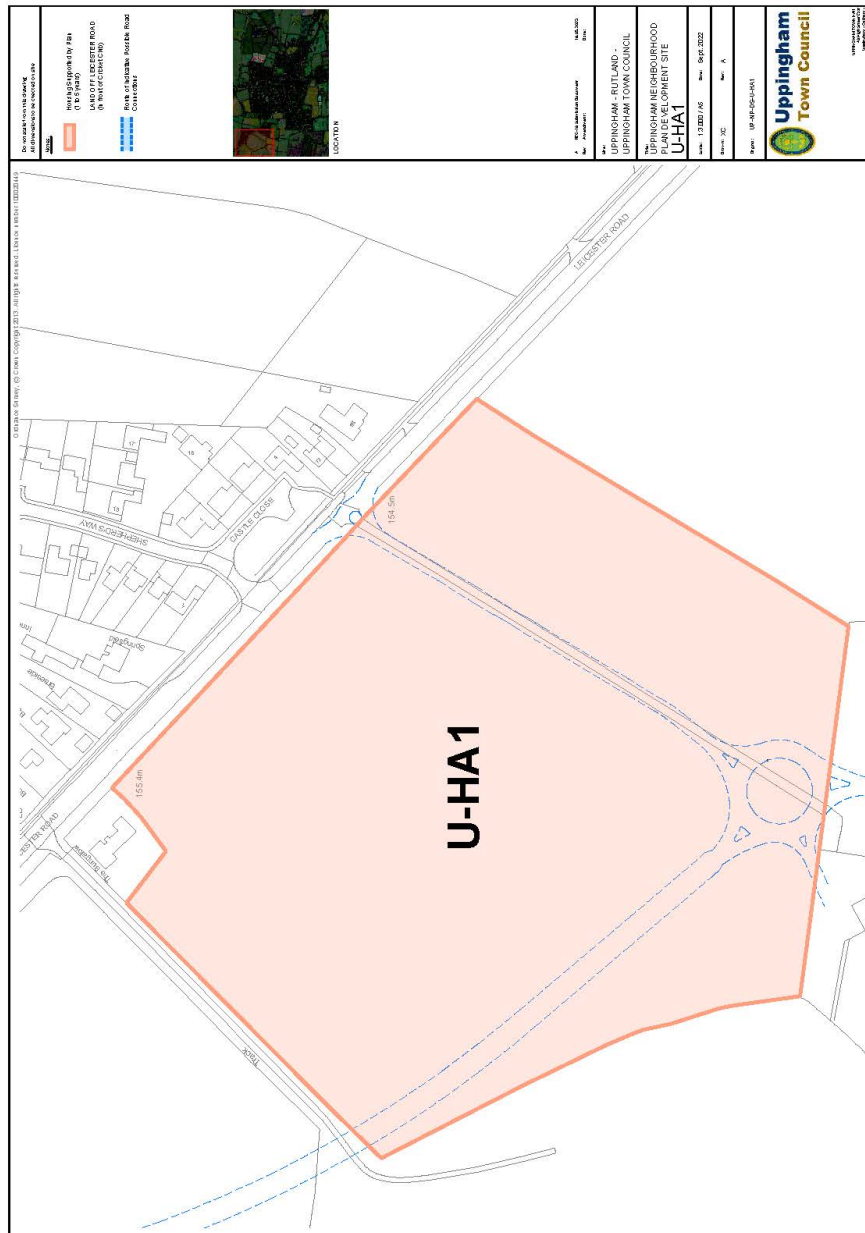
RCC has stated that a full Transport Assessment will be required to assess the impact on the surrounding road network, identify the type of junction necessary on Leicester Road and any mitigation for any unacceptable impact (both capacity & safety) beyond the access.

A map of the proposed allocation follows the policy. (NB The potential layout for a potential future road connection is shown is for illustrative purposes only).

Policy U-HA1 Site allocation for land off Leicester Road (in front of Cricket Club)

The capacity of this 8.37 Ha (5.02 Ha developable) site is for up to 110 dwellings. The development should:

- (a) Provide a range of housing sizes, including single storey dwellings;***
- (b) Provide at least 30% affordable homes, working with local providers;***
- (c) Adopt high quality design, materials, open space and landscaping;***
- (d) Include a separate access to the cricket club from Leicester Road;***
- (e) Retain potential for a future road connection from Leicester Road to Stockerston Road;***
- (f) Include access, based on a Full Transport Assessment, to be agreed with RCC.***



2. Site Allocation: land off Ayston Road (Policy U-HA2)

Rationale

This land adjoins existing residential development off Ayston Road/Firs Avenue. It is an appropriate location for development to meet the indicative dwelling requirement. It is on a bus route and within walking and cycling distance of the town centre, also enabling access to the A47, without adding significantly to traffic through the town. RCC Highways have indicated that the site can only be accessed by a single access, given its frontage, however its location and type must be given very careful consideration, with detailed design. They state that an access between the arms of Ayston Road roundabout and Northgate would not be acceptable due to the constricted length between the two. Access may be possible opposite Northgate, but the design must ensure vehicles are not backed-up up to and on to the A47. A Full Transport Assessment will be required.

The design and housing mix criteria will ensure that character is respected, and that local housing needs and aspirations as expressed in community consultation and in the Local Housing Needs Assessment can be met. The potential to include bungalows on this site was included in the March/May 2021 community consultation leaflet on possible housing sites.

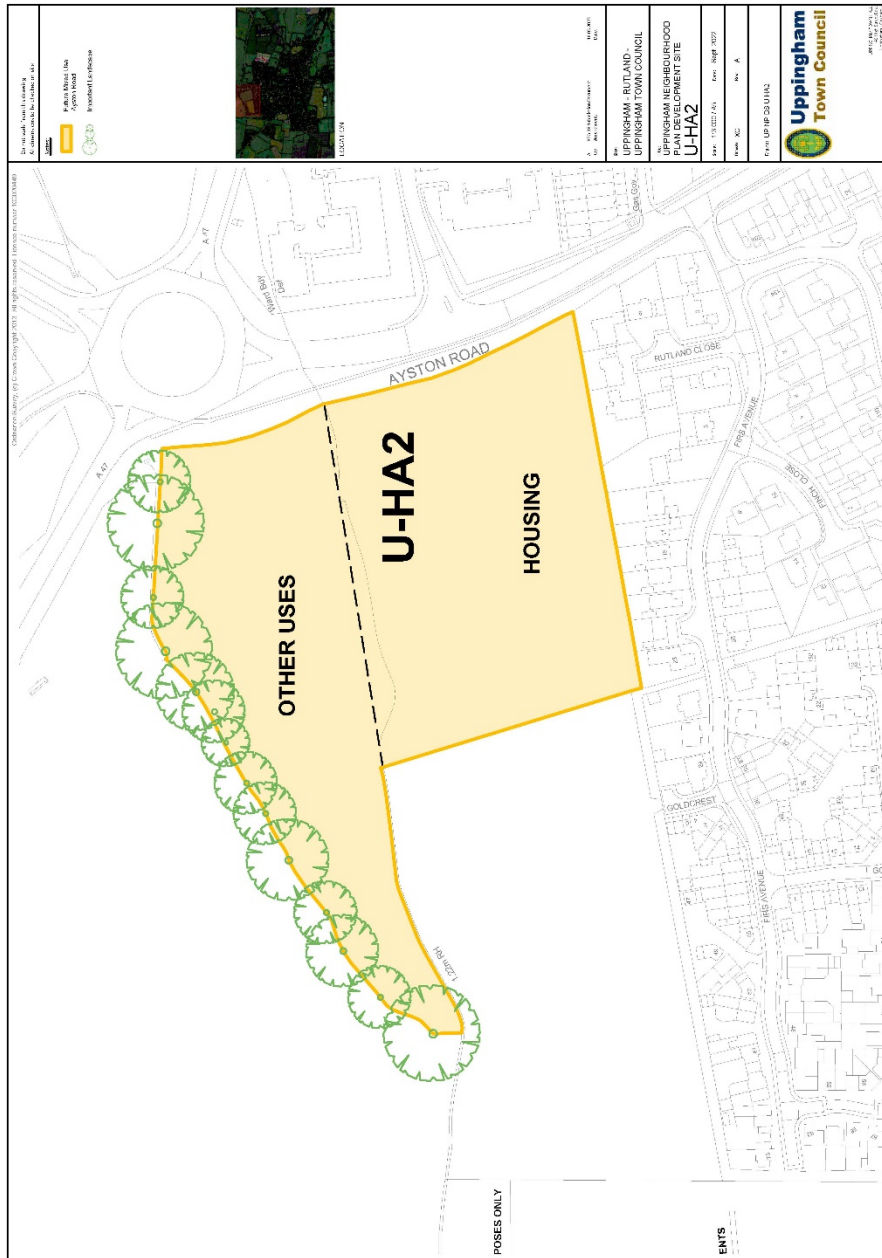
In addition to enabling new housing, in accordance with the NPPF, the northern part of the landholding is allocated for commercial/retail use (see Policy BE 2). This is not to enable the housing, but recognizes the position of the site which creates potential for a high-quality mixed development. It is acknowledged, however, that the design and form of development must respect the attractive landscape of this location, taking account of the Landscape Sensitivity and Capacity Study (2017 for RCC). These considerations limit the extent of land on the site, especially the northern section, that is suitable for built development.

A map of the proposed allocation follows the policy (overleaf).

Policy U-HA2 Site Allocation for land off Ayston Road

The capacity of this 4.19Ha (3.04Ha developable) site is for up to 40 dwellings. The development should provide:

- (a) A mix of housing to include 50% of dwellings as 2/3-bed bungalows, semi-detached and detached market dwellings catering for first time buyers, families, and older persons;***
- (b) Provide at least 30% affordable homes, working with local providers;***
- (c) Public open space, with a new local play area, in accordance with RCC standards;***
- (d) High quality design, materials reflective of surrounding built form and which are local to the area;***
- (e) Enhanced tree planting and landscaping along the northern boundary of the site and retention of existing vegetation, specifically around the boundary of the site;***
- (f) A single vehicular access point off Ayston Road, the details of which must be agreed with RCC through the submission of a Full Transport Assessment. Vehicular and pedestrian access to Site U-HA5 (Land off Goldcrest & Firs Avenue) should also be considered;***
- (g) A new retail store on land to the north of the site.***



4. Site Allocation: Land at Uppingham Gate (Policy U-HA3)

Rationale

The area proposed for residential development is in the mid/south section of the overall site, adjoining existing residential development off Twitchbed Lane, Orchard Close and Hawthorn Drive. It will extend to the east of Twitchbed Lane, behind the car park for the proposed food retail store, which is to be accessed from the A47. It is an appropriate location for development to meet the indicative dwelling requirement. It is on a bus route and within walking and cycling distance of the town centre, also enabling access to the A47, without putting extra traffic through the town. The design and housing mix criteria will ensure that character is respected and that local housing needs/aspirations as expressed in community consultation can be met. The potential for bungalows on the site was included in the March/May 2021 community consultation leaflet on possible housing sites.

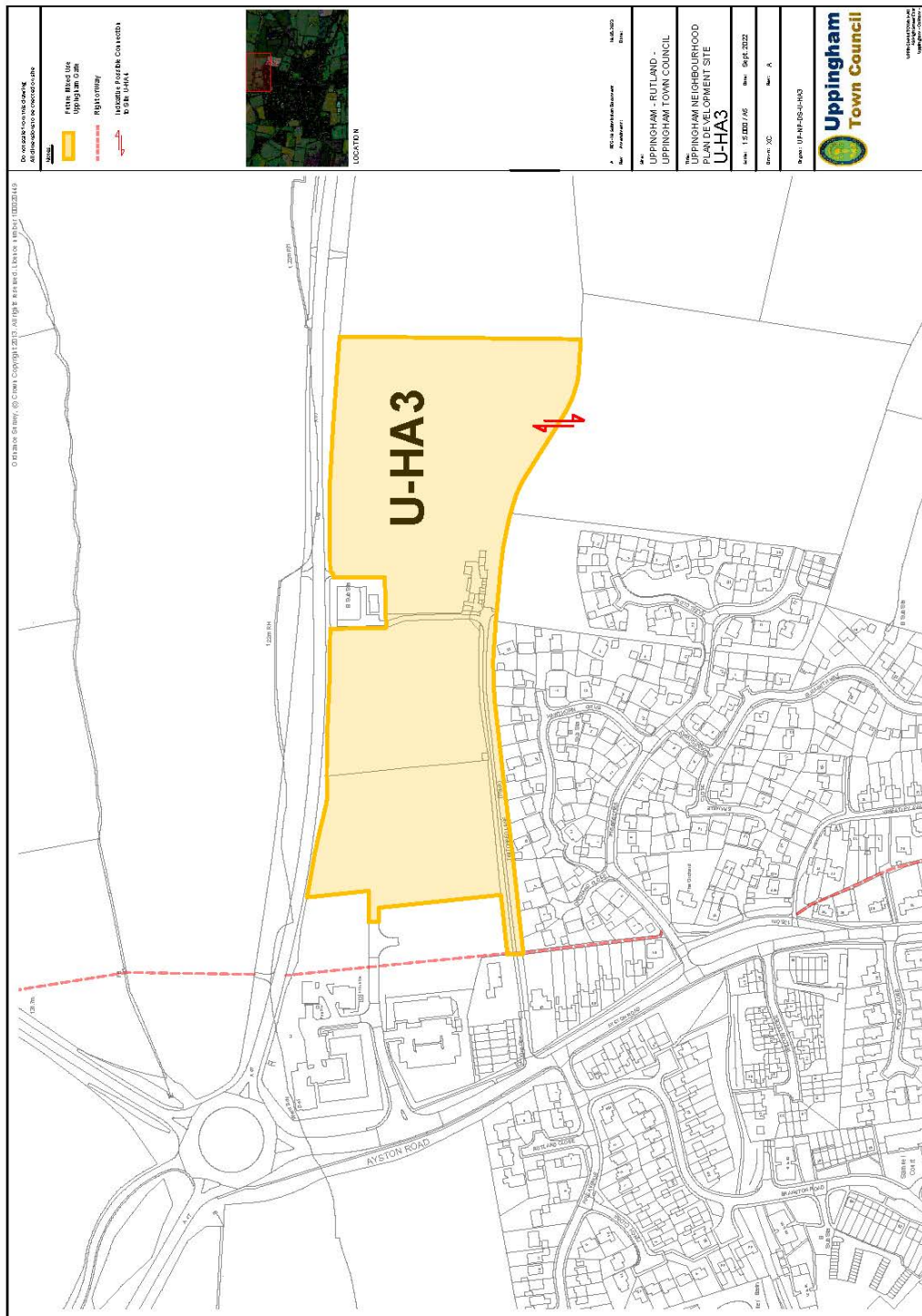
In addition to the standard housing on the site, there may be potential for a nursing home or extra care facility, reflecting the aging population of Uppingham and the need for specialist accommodation.

Other elements of the proposed mixed-use development are set out in Policy 14 (Business and Employment). A master plan will be required to show in detail how the site is to be developed. RCC Highways have commented that a Transport Assessment will be required (including the other sites off Ayston Road), to determine the overall impact of developments on the junction of Northgate with Ayston Road and the surrounding road network. There is likely to be a need to upgrade the junction of Northgate and Ayston Road.

A map of the proposed allocation follows the policy (overleaf).

***Policy U-HA3 Site allocation for land at Uppingham Gate (part of mixed-use development).
The 3.3 a. site has capacity for up to 60 dwellings.***

- (a) The mix of house types should comprise 35 houses and 25 bungalows;***
- (b) A masterplan will be required setting out in detail how the housing element of the site is to be developed and how this links to other components of the mixed-use development;***
- (c) The site must be developed in such a way that it will enable unfettered vehicular and pedestrian access to be provided to the future site 2 (Policy U-HA4 – Land off The Beeches/Hazel Close);***
- (d) Access arrangements must be agreed with RCC through the submission of a Full Transport Assessment;***
- (e) Within the housing component, at least 30% affordable homes should be provided, working with local providers.***



Longer term sites, allocated subject to access requirements (Policies U-HA4 and U-HA5)

The sites proposed in policies U-HA1 to U-HA3, will enable up to 210 new dwellings to be built, exceeding the minimum indicative dwelling requirement provided by Rutland County Council (taking into account known commitments). The two further development sites detailed below may be developed during the plan period, but only after progress fulfilling the stated access requirements. This will result in 120 additional dwellings, but it is intended that this will contribute to longer term strategic needs, for both Uppingham and, in wider terms, Rutland, for new housing. In addition to meeting housing needs, in

Other Housing Policies

1. Affordable Housing (Policy OH1)

Rationale

An adequate supply of housing which is affordable in relation to local incomes is an essential part of creating sustainable communities and helps to support a thriving local economy and to promote social inclusion. Rutland suffers particular problems of affordable housing, having some of the highest average house prices in the country and a high proportion of large houses. The main method where planning can help is by requiring developers to provide or contribute towards affordable housing as part of developments and by allowing small developments solely for affordable housing as an exception to normal planning policies.

In accordance with the NPPF, this policy (which is derived from the withdrawn Local Plan) is intended to meet the need for market and affordable housing in Uppingham. Although as a larger settlement, Uppingham has a wider role to play within Rutland, the specific needs of the town are also informed by the 2021 (CPRE) local affordable housing survey. Other than in prescribed circumstances, it is expected that affordable housing will be delivered on site. Affordable housing is defined in the NPPF as housing for sale or rent for those whose needs are not met by the market (including providing a subsidised route to ownership and/or is for essential local workers). The NPPF defines the following groups which meet this:

- Affordable housing for rent;
- Supporting entry to the market by first time buyers. (e.g. the Government requirement for that 25% of affordable homes on sites of 10 or more dwellings to be First Homes;
- Discounted market sales housing;
- Other affordable routes to home ownership.

The Town Council considers that, if possible, local management arrangements should be applied to any affordable or social housing that is provided. This will enable local needs and aspiration to be addressed to best effect and provide an opportunity for the sustainable long-term retention of properties to meet local needs.

Policy OH1: Affordable housing

Residential developments of 10 or more dwellings will be required to make provision, on site, for 30% of the scheme's total capacity as affordable housing. Developments of between 6 to 9 dwellings may make contributions in the form of off-site contributions in line with the National Planning Practice Guidance. Affordable housing must:

- (a) be of a combination of sizes and tenures to meet proven local and affordability housing need, including the number of bedrooms, property type and floor space;***
- (b) where affordable home ownership is included, ensure the properties meet a range of relevant local demand and local affordability;***
- (c) be equivalent in standard and siting to typical open market properties of the same floorspace/number of bedrooms/general type;***
- (d) be well integrated with open market housing through layout, siting, design and style;***
- (e) be located on sites with reasonable access to town facilities.***

Development proposals which seek to underdevelop or split sites in a way that reduces the affordable housing contribution and/or promote off-site provision will not be supported.

2. Local needs and flexible homes (Policy OH2)

Rationale

The population structure of Uppingham means that, alongside the provision of houses for families (attracted by high quality schools and a generally high quality of life), there is a need for housing to meet the needs of older people, for example with reference to the RCC 2019 Strategic Housing Market Assessment and work in Uppingham. There is also a need to recognise increased working from home (self-employment and the changed, post-pandemic, workforce). The need for a range of house types and sizes within developments was included in the March/May 2021 community consultation leaflet on possible housing sites.

The price of new housing is a challenge for many first-time buyers, which is increasingly manifested by younger people who are not in established relationships buying properties on a shared basis. Whilst the Government First Homes requirement is pertinent and strategic policies require 1-bed dwellings, such units are not flexible. Households change and adaptation is required to meet the needs of both first-time occupiers and older people who need care. Both groups often form single person households. Overall, and this is supported by consultation outcomes and local needs assessments, it is felt that wherever possible, new dwellings should not be too small such that they cannot be used flexibly by households of all types to meet changing needs and requirements. In general, this means that 1-bed units will normally be focused at social/affordable housing and specialist accommodation for older people. The number/proportion of such dwellings will be determined according to strategic policies and County/local needs and market assessments. It is anticipated that this will result in the housing mix set out in Table A, but provision on sites will be considered on merit, referring to factors such as location, landscape, access and adaptability.

Table A Indicative housing mix for new dwellings in Uppingham

Category	1 bed	2 bed	3 bed	4/5 bed
Open market housing	Up to 5%	30 to 35%	40 to 45%	20%
Social/affordable housing	20%	35%	35%	10%
Elderly person housing	60%	40%		

Policy OH2: Meeting local needs and providing flexibility.

New housing development on sites for 10 or more dwellings should include a range of house types and sizes to reflect the population, structure, existing housing stock and identified housing needs, in accordance with Table A (above).

Homes suitable for young families and older people would be welcomed. However, smaller properties must include flexible spaces to enable adaptation:

- as families grow and more space is needed;***
- to enable people to work from home; and***
- to enable carers and relatives to support elderly people.***

New housing proposals must also take account of meeting identified needs for a growing ageing population by providing appropriate accommodation, including extra care and other forms of supported housing.

3. Opportunities for self-build (Policy OH3)

Rationale

The government's intention is that there should be a significant increase in self-build and custom housebuilding. RCC research for the new Local Plan shows that there is a continued shortfall in self-build plots. This policy, which is based on the past RCC approach, supports the development of individual plots and small sites for self and custom build homes.

In deciding the location and scale of serviced plots on larger development sites, regard will need to be given to the practicalities, attractiveness and deliverability of the self-build plots. There should be regard to the market development and the impact that self-build can have on health and safety compliance during site construction. Regard will also need to be given to the impact of development where occupants have already moved in.

Policy OH3: Self-build and custom housebuilding

Proposals for self-build and custom build housing, to be occupied as homes by those individuals who have commissioned or built them, will be supported where they are in conformity with all other relevant local and national policies and there is proven demand.

4 Smaller scale infill development (Policy OH4)

Rationale

This approach is supported by the NPPF (Ch. 12 – Achieving Well Designed Places). Small-scale infill development on sites within the developed footprint provides an opportunity for sensitive development to help address housing needs and aspirations and this policy will ensure that the necessary design standards are met. *It is intended that this policy will be applied alongside Policy SP5 of the Rutland Site Allocations and Policies DPD.*

In built up areas, gardens are no longer considered to be previously developed land which means that there is no longer a presumption in favour of their development. The National Planning Policy Framework indicates that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. Similarly, early work on the new Rutland Local Plan highlights the need for the planned limits of development to be taken into account, that the principles of good design should be met and the amenity of the wider environment to be protected.

Although it is a larger town, the principle of infill development comprising 9 or less dwellings, as applied to local service centres in Policy CS4 of the adopted Core Strategy, is considered to be appropriate within the Planned Limits of Development of Uppingham.

These are defined on Inset Map 55 in the adopted Site Allocations & Policies DPD.

<https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/the-local-plan/the-adopted-local-plan/> It is acknowledged, however, that site allocations in the

current NP and this review document are not contained within these limits. In the longer term, the new Local Plan will confirm the Planned Limits of Development for Uppingham, incorporating site allocations in the Neighbourhood Plan.

Acceptable infill schemes will contribute to overall dwelling numbers as “Windfall Sites.” However, the extent of the Conservation Area, the needs of Uppingham School and other heritage/landscape related constraints, are likely to limit future windfall opportunities.

The existing Neighbourhood Plan includes a future housing allocation on a small triangular site off Leicester Road. Investigation has shown that this site is suitable for housing but the shape, access requirements and the public footpath (next to No.60) mean that only around 9 units can be accommodated. Given that the Neighbourhood Plan is limiting new allocations to larger plots, any proposals can, therefore, be considered under the infill policy and an allocation is not needed.

Policy OH4 Infill housing

Proposals for new housing on infill sites (10 dwellings or less) will be supported where they satisfy the following locally based criteria, where applicable to the location:

- (a) Are appropriate to the surroundings, taking into account the character of parts of Uppingham with established dwellings set in large plots, the Conservation Area, listed buildings, archaeology, open spaces and Local Green Spaces;***
- (b) Are not located outside the Planned Limits of Development in the current, or future Local Plans;***
- (c) Would have no unacceptable impact on the residential amenity of nearby dwellings;***
- (d) Would not prejudice the operation of nearby commercial or industrial premises.***

5. The design of new housing (Policy OH5)

Rationale

This approach is also supported by the references to design in the NPPF (Ch. 12 – Achieving Well Designed Places). In addition, guidance states that proposals should consider scale, both the overall size and mass of individual buildings and spaces in relation to their surroundings. It adds that decisions on building size and mass, and the scale of open spaces around/between them, will influence the character, functioning and efficiency of an area. It is also important that sustainable development features, including EV charging points are included in developments.

This policy provides important local details relevant to the distinct character of Uppingham. It will be applied alongside the RCC Supplementary Planning Document (November 2021- Design Guidelines for Rutland) <https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/the-local-plan/supplementary-planning-documents-spd/>

There are many attractive villages in Rutland with a character based on vernacular architecture and materials, but Uppingham is a significant larger settlement in its own right. The traditional vernacular elements are present in the town, but the individual character of the built environment is further defined by topography, the role of larger institutions such as Uppingham School and the historic market, and administrative functions of the town.

Policy OH5: Design and access standards

Proposals for new housing developments proposals will be expected to:

- (a) Make a positive contribution to the local distinctiveness and character of Uppingham. Proposals should reinforce local identity and not have an adverse impact on the street scene and the landscape/townscape character of the area, taking account of valued landscape, townscape and heritage characteristics, including views;***
- (b) Be of an appropriate scale, density and massing, using materials reflecting the area;***
- (c) Provide sufficient private amenity space, suitable to the type and scale of development;***
- (d) Retain and incorporate important on-site features, such as trees and hedgerows and***

incorporate, where possible, nature conservation and biodiversity enhancements;
(e) Demonstrate compliance with the Manual for Streets guidance and relevant Rutland County Council highways standards and guidance;
(f) Perform positively against national sustainability standards;
(g) Ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle, including connectivity to Town Centre to encourage integration, utility and recreation opportunities;
(h) Ensure that parking is well integrated and does not dominate the street scene;
(i) Ensure safe and easy access for emergency vehicles;
(j) Include ducting or other appropriate measures to enable (current and future) householder choice on IT services.

As part of its consultative role on planning applications and in support of the Neighbourhood Plan, the Town Council will require an individual design review on any development of 25 dwellings or more or any single building of more than 1000 sq. m. Such reviews should be carried out by an appropriately qualified independent body and conducted within the design review guidelines of this plan at the applicant's expense.

Protecting the character and heritage of the town

1. Central Conservation Area (Policy C&H1)

Rationale

The growth of Uppingham from an agricultural settlement to a market town of over 4500 people, together with its rise as a place of manufacturing and trading help define its unique character and heritage. Many of its more substantial properties were erected in the 18th century creating its Georgian look. The ironstone from which many of them are built was quarried locally. The town's marketplace and high street, with their attractive mix of retail and leisure outlets, lie at the heart of the conservation area. Their economic and social contribution to the town's way of life are vital to the sustainability of Uppingham. It is a unique town with a very distinctive form and a long, rich physical and cultural heritage. There is, therefore, a need for specific local protection, given that the Local Plan is becoming out of date and there is a concern that the existing protection for heritage assets could diminish if the new Local Plan is delayed. This and the other heritage/environment policies reflect the advice contained in "Planning for the Environment at the Neighbourhood Level" (Historic England, Natural England, Environment Agency and Forestry Commission).

Policy C&H1: Central Conservation Area

Development proposals within or adjoining the Central Conservation Area will only be supported where:

- (a) They comply with the County Council's conservation and heritage policies, including those for listed buildings;***
- (b) Construction materials and finishes complement the surrounding area and the character and heritage of the immediate environment;***
- (c) If appropriate to the building/location, modern replacement/new build materials should also visually complement the immediate environment;***
- (d) In the case of commercial property alterations and frontages, they complement the heritage of the immediate environment. Wall mounted signage should be used.***
- (e) In the case of enhancement of the street furniture, signage and street lighting, it is of a heritage appearance but also has regard for energy conservation and public safety.***

Any infrastructure improvements to the Central Conservation Area should complement the distinctive heritage/character and be as unobtrusive as possible. Such developments should not hinder their community use for events.

2. Other heritage assets, including important open spaces and frontages (Policy C&H2)

Rationale

The majority of the designated heritage assets are within the Central Conservation Area, but there are several listed buildings outside it. In addition, the adopted 2014 Site Allocations and Policies Development Plan identified Important Open Spaces and Frontages. Some of these larger spaces are covered by the Open Spaces policy in the Neighbourhood Plan, but other smaller areas are not and are regarded as heritage assets and are covered by this policy. Again there is, therefore, a need for specific local protection, given that the Local

Plan is becoming out of date and there is a concern that the existing protection for heritage assets could diminish if the new Local Plan is delayed.

There is also archaeological interest in the town and the wider plan area. The NPPF (Para. 189 states “...Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”. Details of the archaeology of the Neighbourhood Plan area can be found in Leicestershire and Rutland Historic Environment Record see:

<https://www.leicestershire.gov.uk/leisure-and-community/history-and-heritage/historic-environment-record>

Policy C&H2: Other designated heritage assets, including Listed Buildings, Important Open Spaces & Frontages, and archaeological sites.

(1) Proposals affecting Designated Heritage Assets will only be supported where they satisfy the requirements of the Rutland Core Strategy Policy CS22 and the Rutland Site Allocations & Policies DPD Policy SP20.

(2) Development will only be supported where it does not have an adverse impact on an Important Open Space and/or Important Frontage as shown on the Policies Map of the Rutland Site Allocations & Policies DPD and the Uppingham Neighbourhood Plan.

(3) Proposals affecting archaeological sites and areas of archaeological potential, or their settings, should demonstrate that they:

(a) have taken into account the impact on above and below ground archaeological

deposits, as recorded by Historic England and Rutland/Leicestershire County Councils;

(b) identify mitigation strategies to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost; and

(c) include an appropriate desk-based assessment or, if necessary, a field evaluation.

Measures should be taken to minimise impacts of development upon the historic landscape character of the area.

The town centre and other retail development

1. Protecting the retail core of the town centre (Policy TC1)

Rationale

Uppingham has a vibrant town centre and is an important shopping hub for residents of local villages. Small independent traders predominate and the quality of life for those living in Uppingham is enhanced by the presence of the butchers, a hardware shop, baker, a clothes shop, post office, newsagent, food, takeaways, flower shop, cafes, licensed premises, the garage and food stores. The town is a quality visitor destination with excellent hotels, pubs and restaurants, art/antique galleries, book/gift shops and Uppingham School.

For the original Neighbourhood Plan and in connection with this review, respondents have made it clear that the Council should use the Neighbourhood Plan to sustain and support the trading efforts of local businesses while encouraging greater diversity in the town's offer. Some towns have spoiled their centres by permitting inappropriate development or not encouraging an appropriate mix of quality businesses.

It is acknowledged that the Use Classes Order and Permitted Development Rights provide opportunities for property owners and businesses to adapt premises without the need for planning applications. However, outside these freedoms, where planning permission is

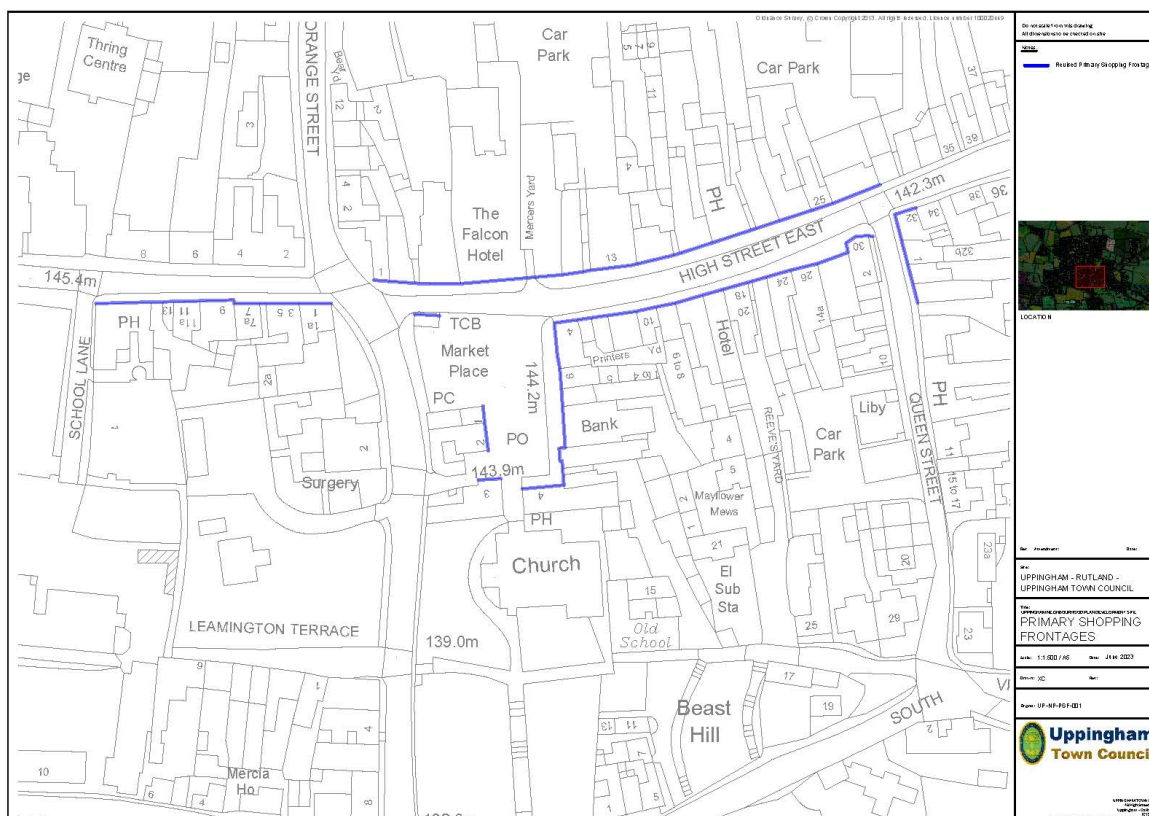
needed for development, it is important to preserve the Uppingham shopping experience as one of 'quality'. Therefore, the Neighbourhood Plan includes a primary frontage policy based on the existing Plan and including extensions on High Street West and Queen Street. Based on local concerns, the intention is to protect the unique character of the town centre and the critical contribution that it makes to the visitor economy for the town and County. It is in accordance with para 86 (b) of the NPPF.

Policy TC1: Primary Retail Frontages

Class E (commercial, business and service) and F2 (local community) uses will be supported within the Primary Shopping Area. Proposals for other uses in the identified primary shopping frontages will only be permitted where it is demonstrated that the proposal:

- (a) will not result in an adverse cluster of other uses in the primary shopping area;**
- (b) will retain a 'shop-like' appearance with an active frontage;**
- (c) will not harm the predominantly retail character of the primary shopping areas; and**
- (d) will provide a direct service to the public with opening hours similar to shops.**

The primary shopping frontages comprise those shown on the map below with extensions on High Street West (Nos. 1,3,7,9,11 & 13) and Queen Street (Nos 3 & 5).



2. The role of the Market Place (Policy TC2)

Rationale

The Market Place is an important focus for the town and provides an attraction for visitors. Several surrounding buildings are covered by other formal planning policies, but this specific policy covers the historic and unique role of the Market Place, at the heart of the town.

In addition to planning control, where it is applicable, co-operation and partnership working will be needed to achieve necessary improvement. Complementing the protection offered

by policies in this Neighbourhood Plan, the Town Council will work with the County Council and property owners to maximise the community use and appreciation of the Market Place, at the same time as respecting its unique heritage value.

Policy TC2: Protecting and enhancing the role of Uppingham Market Place

Development proposals to enhance the appearance, functioning and role of Uppingham Market Place will be supported, provided that they do not have an adverse effect on heritage assets, parking provision and traffic/pedestrian safety. Developments which would adversely affect the heritage and character of Market Place and its critical role at the heart of the community, will be resisted.

3. Enabling innovation and investment in the town centre (Policy TC3)

Rationale

In accordance with Section 7 of the NPPF (Ensuring the vitality of town centres), the Town Council and local businesses agree that continued investment is necessary to maintain the vitality and viability of the town centre. An important component of this is to encourage and enable new businesses to be opened, but the cost and requirements of floorspace is a constraint on this. The policy below supports innovation, giving emerging businesses a foothold in the high street. It is necessary to cross refer the policy to others, including heritage requirements, but the emphasis will be on enabling rather than frustrating development ambitions.

Policy TC3: Enabling innovation and investment in the town centre

Proposals to create dedicated town centre premises, either through conversion or new build, to accommodate new businesses will be supported, provided that other Neighbourhood Plan policies can be satisfied. This will include upper floors, where, when appropriate, residential uses will be encouraged.

4. Other retail development (Policy TC4)

Rationale

Uppingham is the second largest settlement in Rutland. It is strategically located at the A6003/A47 junction which is heavily used by commuters and others. The 2011 population was 4745. Based on the 2020 estimate of 5000 population, the recent 2021 census is likely to show a further increase and the population could grow by up to 1000 as a result of new development over the plan period. Residents have to travel to Oakham, Corby and Stamford for larger convenience stores, which is not sustainable. The existing food convenience stores in the town centre are useful, but their capacity to meet growing need without creating unacceptable pressure on parking, traffic flows and air quality is limited.

At present, it is considered that land at Uppingham Gate and/or at Ayston Road, as part of mixed-use developments, may be appropriate locations for new food/convenience stores. Account must also be taken of the 2017 (RCC) Landscape Sensitivity & Capacity Study.

Policy OR1: Preferred locations for larger convenience stores

The provision of additional food/convenience stores, of an appropriate scale to meet the growing needs of Uppingham will be supported as part of a mixed-use development on sites U-HA2 (Ayston Road) and/or U-HA3 (Uppingham Gate) provided that landscape considerations are taken into account and that proposed dwelling numbers are achieved.

Related Community Proposals

Community Proposal TC1 – Investment in and support for Uppingham Town Centre

The Town Council will seek external funding opportunities to support investment in the town centre for premises, public spaces, infrastructure, events and marketing.

Explanation. Although Neighbourhood Plan policies must focus on land use which falls under planning control, the proposal concerns a wider town centre strategy, supported by evidence of public support and business involvement. This can provide a good platform to bid for government and other funding programmes. Where appropriate, the Town Council will also seek County Council S106 funding and CIL funds for town centre projects, or alternative funding if appropriate.

Community Proposal TC2 – Additional control of town centre advertisements and signs.

The Town Council will request the County Council to consider the designation of a Special Area of Control. This would enable additional control over advertisements and signs in the Town Centre, in particular the Conservation Area and its setting. It will also consider the potential for an informal advertisement and signage design guide supported by a local code.

Explanation. There is concern over advertisements and signage, including that which is temporary in connection with the letting or sale of properties. Much of this is covered by but this Community Proposal is included whereby the Town Council will engage the County Council in discussion about the potential for additional controls through a Special Area of Control in accordance with the Government Guidance on Advertisements, see: <https://www.gov.uk/guidance/advertisements#Area-of-Special-Control> It is recognised, however, that this cannot be achieved through a formal planning policy in the Neighbourhood Plan.

Town centre car parking, which also relates to needs generated by Uppingham School, tourism and leisure facilities, is considered in the Transport and Active Travel policy section.

Business and employment

1. Uppingham Gate business and related uses (Policy BE1)

Rationale

The principal development site offering new employment opportunities and business start-up possibilities is at Uppingham Gate on the northern boundary of the town (Reference Policy U-HA3). It has good heavy vehicle access from the north. This plan extends the opportunities at Uppingham Gate and an enhancement of the site's viability, by supporting mixed use to deliver funding for infrastructure development, providing priority is given to job creation. The Classes referred to in the policy reflect the Use Classes Order (April 2021). The site area coincides with that of Policy U-HA3 for mixed use (residential and commercial).

Policy BE1: Employment Land and Mixed Use – Uppingham Gate

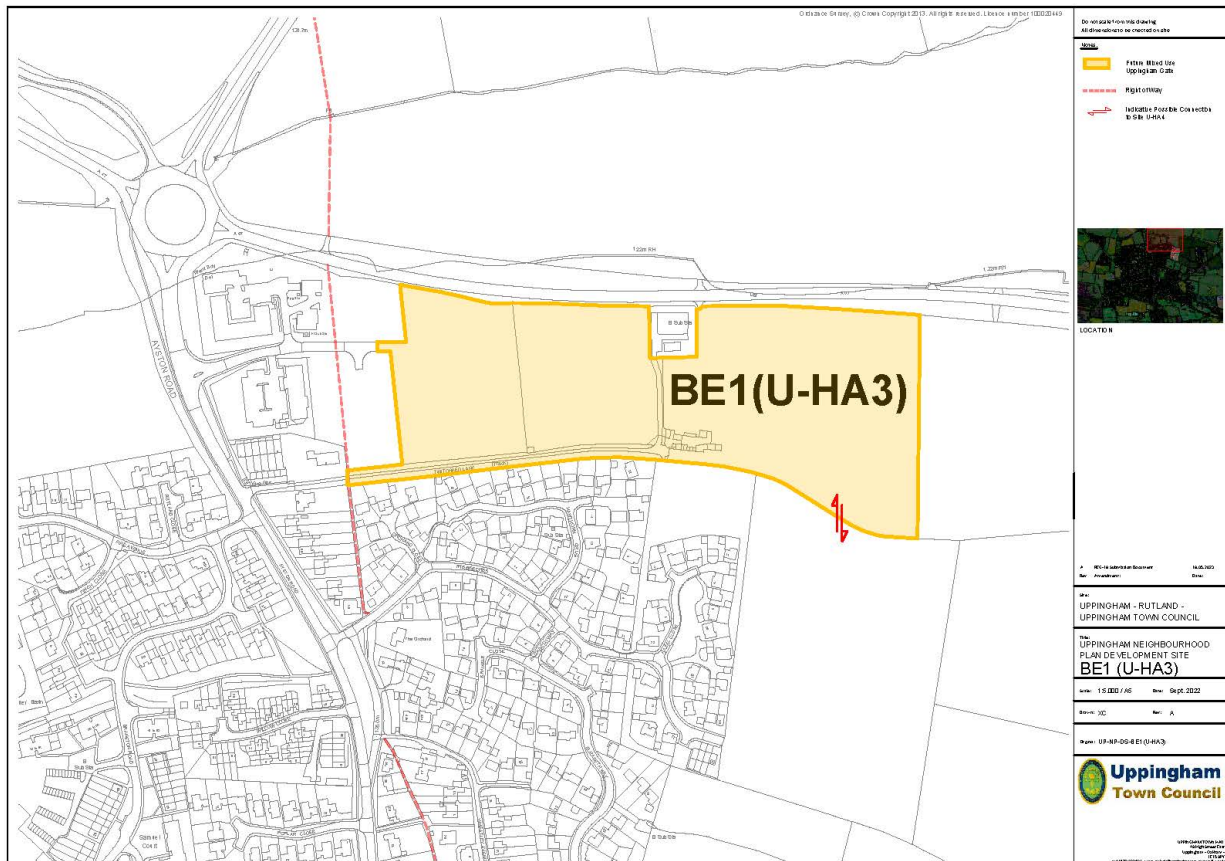
Land at Uppingham Gate is proposed for Class B2, B8 and/or E(gi), (gii) and (giii) uses, including small start-up units. Other employment generating uses and uses meeting local housing aspirations/needs will also be supported provided that:

- (a) They address the local market, complementing rather than competing with facilities in Rutland and Corby, reducing the need for travel out of Uppingham to access services;***
- (b) The design is of a high standard, including aesthetics, layout and energy efficiency, with reference to the paragraph 130 of the NPPF;***
- (c) Landscaping is incorporated within the development, including the A47 frontage, the East and South boundaries, building upon existing hedges, trees, verges and ditches;***
- (d) Appropriate infrastructure is provided, including IT and electric vehicle charging points;***
- (e) It includes access provision for pedestrians and cyclists.***

The other uses which may be acceptable include:

- (1) A food supermarket of an appropriate size and design.***
- (2) Specialist accommodation for older people e.g. a nursing home or extra care facility.***
- (3) Entertainment, leisure and recreation facilities.***

Any development on the eastern (currently undeveloped) section of the site, or beyond, must include a new junction with the A47 which meets Highway Authority requirements. Access roads within the development must be designed to be capable of being extended to enable possible future development of land to the south and east.



2. Land at junction of A47 and Ayston Road

Land off Ayston Road (Policy BE2)

Rationale

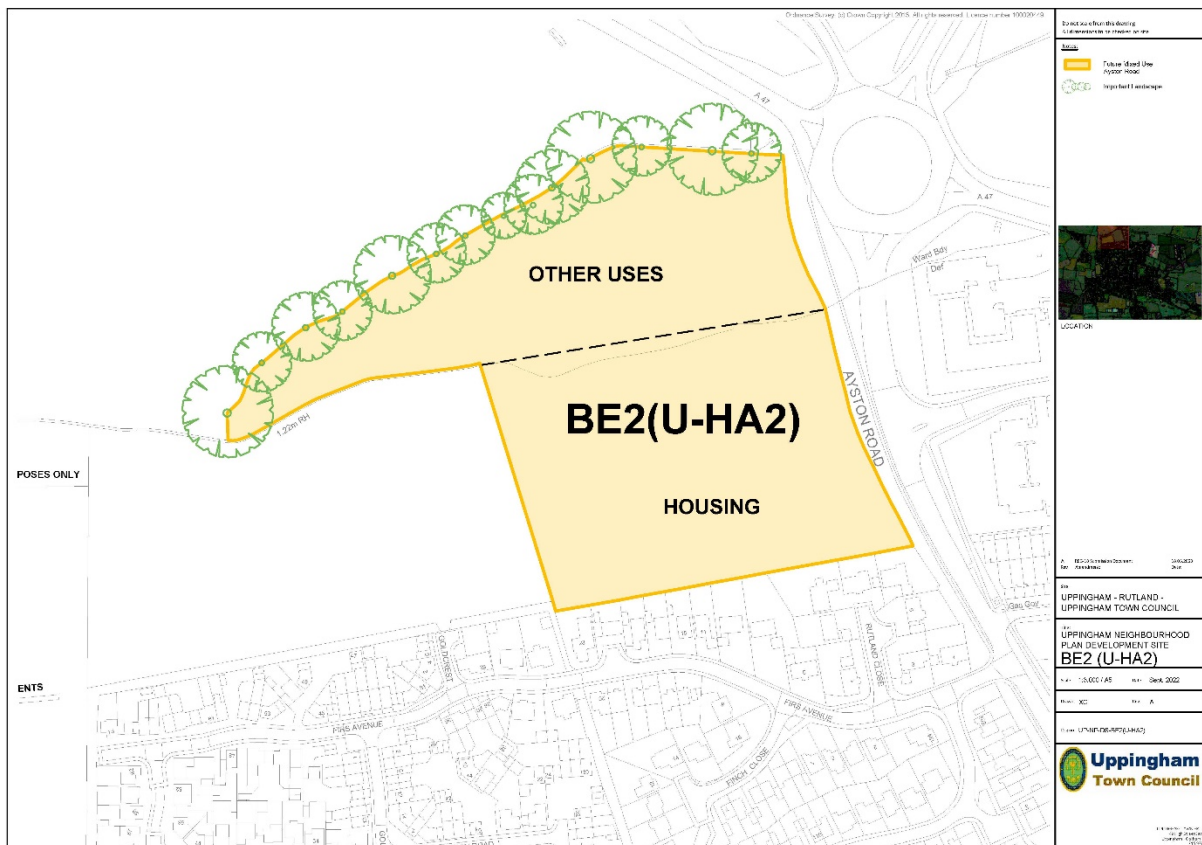
The site area comprises the northern section of Policy U-HA2 (residential development with potential for mixed uses) and could accommodate the local need for improved convenience shopping and/or other appropriate uses. Overall, commercial development of an appropriate scale, might include convenience shopping, food and drink outlets, a hotel or offices. The sketch plan shows the approximate area of land for development.

In accordance with the RCC Landscape Sensitivity and Capacity Study (2017), it is important that the landscape quality of the site is addressed through careful layout and sensitive design to minimise any adverse impact. In addition, this use could be made compatible with proposed new housing on the southern part of the site through access arrangements, design, layout, landscaping and screening.

Policy BE2: Mixed Use/Retail development at the junction of the A47 and Ayston Road

Approximately 1.67 Ha of land is proposed for mixed use development, subject to:

- (a) Access arrangement, preferably a single shared road, to be agreed with RCC based on a Full Transport Assessment;***
- (b) A high standard of design with a landmark building and associated landscaping to create an attractive entry point to Uppingham from the north;***
- (c) The creation of a satisfactory functional relationship with the proposed new housing to the south.***



3. Station Road Industrial Estate (Policy BE3)

Rationale

Uppingham is a manufacturing town with heritage buildings and a character that attracts visitors from far and wide. Manufacturing uses are currently predominately located to the south of the town on Station Road. Employer discussions and subsequent public consultation have revealed that highway conditions, public safety, lighting, drainage and signage are concerns but private investment in many of the present buildings is noted, as is the stated desire of many employers to stay on Station Road.

The main spatial issues include whether a new access into the site can be created, and the highway upgraded to the Highway Authority adoptable standard. A research study of the potential to create a new Economic and Skills Development Zone founded on the estate will be commissioned in support of this policy.

In addition to enabling appropriate development through this formal planning policy, the Town Council will support efforts to secure the following improvements.

- *Public adoption of the highway, with upgrading the road surface.*
- *Modernise and increase quantity of street lighting.*
- *Surface water drainage improvements.*
- *A commercial public electric vehicle charging station, subject to appropriate access.*
- *Introduction of a pressure pad/sensor warning light system at the London Road junction.*
- *Improved signage on London Road and at the entrance to Station Road.*
- *Fibre to the premise Broadband connections.*

- Improved access at the entrance to Station Road.
- Better traffic management and improved parking.

Policy BE3: Station Road Industrial Estate

Development will be supported provided that it supports the continued use of land and premises at Station Road for Class B2, B8 and E(gi), (gii) and/or (giii) uses.

Development proposals should not prejudice or prevent the potential for a new future point of access or egress from the eastern section of the industrial estate.

4. Welland Vale Business Zone (Policy BE4)

Rationale

Welland Vale, a long-established Garden Centre, with a café, play area, antique furniture centre and other small businesses is located outside the town, but has good access and parking and a stop for the Uppingham Hopper. There is scope for further development in what has become a distinct rural business location. However, new development must be appropriate to a rural location, and it should complement the current offer of the town.

Policy BE4: The Welland Vale Business Zone

Proposals for commercial and business development will be supported provided that:

- (a) The footprint of the garden centre/related uses is not extended into open countryside;**
- (b) Access and parking arrangements satisfy the requirements of the highway authority;**
- (c) The activity does not create noise, smells or pollution;**
- (d) The design of any new or converted buildings is appropriate to a rural setting.**

5. IT and Communications (Policy BE5)

Rationale

Efficient, accessible and affordable communications are essential to a successful and sustainable rural economy. They are needed to enable existing and new businesses to thrive and to support working from home. It is also important to education, home care, social interaction and tourism. The previous NP noted that new technology will be a vital part of Uppingham's future, with the ability to attract new employers and promote economic growth dependent upon the community embracing next generation technology. This need continues and an aging population will need access to tele-healthcare. Community services will often be offered on-line. Hotels, galleries, shops and schools will need the very best IT infrastructure the town can secure.

Investment in information technology and communications infrastructure is vital to sustainable development. However, as an attractive market town, it is important that infrastructure development does not detract from the charms of Uppingham and infrastructure provision should, wherever possible, observe this principle. The town is currently poorly served by mobile signals and has no 5G. The policy is intended to enable

infrastructure investment as the town develops. The opportunity should continue to be taken to build in capacity and resilience at the time of construction, of both new houses and other buildings by incorporating ducts to enable occupier choice of broadband and other service infrastructure. As with the existing Neighbourhood Plan, it is also required that new housing developments should make a financial contribution to infrastructure. The County Council's Digital Rutland project offers broadband speeds up to 80Mbps and Digital Uppingham Fibre Project offers a 1Gb 'fibre to the premise' service. The policy is in accordance with the NPPF (Chapter 10 - Supporting high quality communications).

Policy BE5: Information technology and communications

(1) All residential and employment schemes on sites allocated in this Plan will be expected to incorporate provision for fibre cables to the premises, information technology and communications infrastructure at current or future standards and to allow for future investment and improvement. The needs and preferences of property owners and/or occupier should be taken into account.

(2) Other development proposals, including infill residential sites, retail, commercial and employment premises should make the maximum possible provision for owner determined fibre to the premise information technology and communications infrastructure, taking account of location, the land/premises involved and the scale of the development.

6. The visitor economy (Policy BE6)

Rationale

Rutland has a long established and important tourism economy, including Oakham, stone-built villages, attractive countryside, Rutland Water and Eyebrook reservoir. Tourism attracts 1.7 million visitors a year, generating over £113 million, supporting 1,600 jobs.

Uppingham makes a unique and significant contribution to tourism in Rutland and the East Midlands. Heritage buildings, quality shops, pubs and restaurants and Uppingham School combine to create an important local tourist destination for day visitors and overnight stays. This role is recognised on the Discover Rutland website: <https://www.discover-rutland.co.uk/uppingham/> which acknowledges that visitors can: "Enjoy shopping amongst honey-coloured buildings, steeped in history, in a distinctly charming English market town." In more detail, the thriving café society, renowned heritage and tree trails and the artisan/craft base of the town centre, attract visitors. Tourism based on Uppingham School, with international pupils and a Summer School, plus the benefit of an active French town twinning arrangement add to the attraction of the town. In addition, there are specialist visitor activities, based on things as diverse as high value motorcycles and bookshops.

The policy encourages continued sustainable growth in the visitor economy and supports developments where these will benefit the town and provide a quality experience to visitors and enrich the character of the local area.

Policy BE6: Proposed tourism development

Proposals which support the visitor economy in Uppingham, which are in accordance with other relevant Neighbourhood Plan policies, will be supported where they:

- (a) make provision appropriate in use and character to the town and its rural setting; or***
- (b) support or enhance existing tourist and visitor facilities; or***
- (c) support the retention and enhancement of existing overnight accommodation and the***

**provision of new overnight accommodation; or
(d) provide new tourism provision and initiatives which would also benefit local communities and support the local economy.**

Sustainable rural tourism development of an appropriate scale and use which utilises the conversion of existing buildings and well-designed new buildings in the countryside will also be supported where it is located adjacent to, or closely related to, the town.

Community Proposal BE1– Investment in and support for Station Road Industrial Estate

The Plan supports a bid to the Local Enterprise Partnership (LEP) and any relevant government programmes for development funding and business support to maximise the economic potential of Station Road Industrial Estate and address current sustainable development issues related to traffic and energy efficiency.

Explanation. It is important, alongside any planning measures which can be taken, that a pro-active partnership-based approach is taken to highlight the infrastructure needs of the Station Road Industrial Estate. This community proposal sets out the intention of the Town Council to support funding bids and requests for investment by relevant agencies.

Community Proposal BE2 - Tourism

The Town Council will work with its partners to help promote Uppingham as a unique visitor experience, with quality at its heart and will take the lead in establishing a centralised information point.

Explanation. As a destination for visitors, Uppingham has much to offer, but no full-time tourist office. Some tourism literature is held by the major hotels, the library and restaurants. The town is promoted by means of a range of successful websites but there is a need to ensure effective linkages between them. In the absence of a full-time tourist office, much could be gained from a centralised information point, supported by trained volunteers. The town's community mount a wide range of initiatives and events to increase footfall and attract more visitors. However, it is the town's reputation for being a 'quality' destination that has most significance for any marketing initiative. The town's approach to promoting tourism must recognise its unique character and heritage.

Transport and active travel

1. Reducing town centre traffic (Policy TR1)

Rationale

At present, the lived experience of residents, local businesses and visitors is that the town centre suffers from high volumes of traffic, including HGVs. While the A47 routes West/East bound traffic to the North of the town, the A6003 and B664 intersect in the heart of the town centre. The A6003 linking Oakham/Rutland Water to Corby is especially busy, partly due to the growing population of Corby and its extensive industrial and logistics sites. This creates safety problems for pedestrians and cyclists (including school pupils), causes congestion and air quality issues and has an adverse effect on historic buildings. In terms of the proposed site allocations in this neighbourhood plan, it has been concluded that, as acknowledged by RCC and considered in the UTC Arup Study, much of the traffic in Uppingham is generated elsewhere. Consequently adding 360 to 513 new homes over a 20-year period is unlikely to be significant when compared to general traffic growth. However, the situation is finely balanced, and it is important that the traffic implications of any further speculative development proposals, are given serious consideration.

As demonstrated in earlier studies for RCC and a recent study by Arup and Partners commissioned by the Town Council, there is potential for development around the edges of the town to include road connections which give alternatives to some of this traffic. In particular, there is potential for a new relief road, if funding could be found. The Town Council recognises that it may not be possible for these connections to be provided in the form of a single by-pass scheme but consider that a pragmatic approach which links improved connectivity to planned development is a legitimate objective for the Neighbourhood Plan.

As part of this, the potential to improve connectivity has been one of the criteria involved in the selection of the preferred locations for new housing. However, in addition to infrastructure provision associated with new housing, the Town Council wishes to protect opportunities for longer term connections and will also seek external funding in support of new connections.

In addition to these positive measures, the need for an accurate assessment of traffic generated by development is recognised as an essential part of the planning process. This policy should be read in conjunction with site specific requirements for new housing sites and mixed used development, including food retailing at Uppingham Gate.

Policy TR1: Providing the scope for new/improved road connections.

Development proposals around the edge of Uppingham will be supported where they can satisfy other relevant Neighbourhood Plan policies and where they can contribute to new or improved road connections.

Development proposals will not be supported where they prejudice the potential for new or improved road connections.

Proposals which would generate significant additional traffic and/or which would generate additional HGV traffic will require a Transport Assessment or Statement.

2. Active Travel (Policy TR2)

Rationale

Active travel concerns walking and cycling. It is acknowledged that transport is the responsibility of the highway authority (RCC) and that a policy context is provided mainly in the Local Plan and Local Transport Plan, but partnership working with the Town Council will be important to address local issues. For development other than residential extensions and changes of use in individual units, it is hoped to support an increase in safer walking and cycling, including access to public transport. This will support sustainable development and support the social, health and well-being of the community. It is recognised that the nature of development in the town centre is such that individual schemes are unlikely to enable substantial measures, but there is the potential for an incremental approach. In addition, the Town Council will look for partnership opportunities with, and investment from, the County Council and other agencies to address the known problems in the town centre.

Policy TR2: Providing safer walking and cycling and public transport.

Residential and commercial development proposals on new sites and through the conversion of existing buildings will be supported only where they incorporate measures to increase the provision of safe walking and cycling routes around the town and better public transport. The following needs should be addressed:

- (a) Access to schools, shops, community facilities and open spaces;***
- (b) Access to employment sites;***
- (c) Convenient access to bus stops and public transport;***
- (d) Connections to public rights of way;***
- (e) Integration of the new housing areas with the town and its facilities.***

Development should, where possible, facilitate the provision of safer road crossings and better traffic management to improve the environment for pedestrians and cyclists.

3. Town centre car parking (Policy TR3)

Rationale

Notwithstanding the benefits that will arise from more active travel options, car access for local people, visitors and businesses is a critical element in the viability and economic health of the town centre. At present there is insufficient town centre parking at peak times and the fragmented nature of provision leads to some congestion.

The Plan supports the current Town Council efforts to improve the situation. Having successfully campaigned for more parking at the top of Seaton Road, it is hoped this can be extended. Signage to car parks in the town has generated criticism which is addressed in the signage section of the Plan. Resident parking is an issue in some streets. New housing should link communal parking spaces to individual properties where appropriate.

A survey of town centre parking undertaken in October/November 2021 resulted in the finding that, whilst there is adequate parking within the town for local and visitor traffic, it is not always where it is needed and inadequately signposted, which leads to problems at peak times. Details are available in the evidence document.

It is again recognised that the nature of development in the town centre is such that individual schemes are unlikely to enable substantial new or improved parking, but there is the potential for a cumulative approach to be taken. In addition, the Town Council will look

for partnership opportunities with, and investment from, the County Council and other agencies, to address the known parking problems in the town centre. This should include the potential to reconfigure existing on and off-street parking.

Policy TR3: Town centre car parking

Development proposals will be supported where they incorporate improvements to the access, signage and usability of town centre car parking, including the provision of electric vehicle charging points.

4. Public transport and coaches (Policy TR4)

Rationale

As noted in the current Plan, the oval shaped roundabout at the top of Seaton Road continues to cause problems for buses and long commercial vehicles trying to turn around it. It should be replaced by a low-profile roundabout of a different shape.

Consideration should be given to bus movement on North Street East. The current situation can be dangerous for vehicles exiting the Co-op car park and visibility is impaired by waiting traffic at bus stops and parked vehicles. This needs to be improved as a matter of urgency. Coaches regularly bring visitors to the town and service the schools but provision for coach parking is poor.

Policy TR4: Improved facilities for public transport and coaches

Highway and transport improvement schemes that address problems will be supported at the following locations:

- (1) The roundabout at the top of Seaton Road;***
- (2) The present bus interchange and access to it.***
- (3) Coach parking in an appropriate location which is accessible by foot to the town centre.***

Community Proposal TR1 (improved management of town centre car parking).

The Town Council, working with businesses and the County Council, will agree an action plan to address known parking problems in the town centre.

Explanation. It has been noted that the car parking survey resulted in the finding that there is adequate parking within the town for regular local and visitor traffic but that it is not always where it is needed and not adequately signposted. Details of the survey are available in the evidence document. A series of factors were identified that need to be considered.

- There is little or no indication to the visitor as to where parking is available.
- The town has an ageing population which needs close access to the high street and its businesses. Some parking is too far away from the town centre.
- A number of on-street parking areas do not have marked bays which frequently works against maximum use.
- A large number of disabled spaces are unused at present.
- Servicing and unloading cause congestion.

Community facilities and services

1. Existing community facilities (Policy CF1)

Rationale

To provide the social, recreational and cultural facilities and services the community needs, the NPPF (Para. 83d) states that planning policies and decisions should enable: *“the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.”* In criterion (a) explicit community support would include the views of the Town Councils and users of the facility in question. Applicants may also wish to undertake consultation with the local community to demonstrate support for a proposal. Local Plan policies also state that local facilities are important to the sustainability of towns and that proposals that would result in the loss of existing facilities will be resisted.

This, locally focused, Neighbourhood Plan policy updates the protective approach of the Local Plan, noting that is becoming out of date. The policy requires that applicants must demonstrate that consideration has been given to re-using premises for an alternative community business or facility and that effort has been made to try to secure such a re-use. The impact that closure may have on the area and its community must be measured, with regard to public use and support for both the existing and proposed use. Where a loss of a community facility is promoted on market-based grounds, the Town Council will consider seeking Asset of Community Value designation.

In the previous Neighbourhood Plan, it was noted that, because Uppingham is not the county town, some investment in new community services or buildings has been lacking. However, the town has a vibrant community sector with many of the community services that are accessible in the town being provided by local voluntary groups in a variety of premises. The town does not have its own youth centre but does have excellent school-based facilities and independent sports clubs.

Policy CF1: Community facilities & local services

The Plan identifies the following community facilities and local services:

- ***Library***
- ***Town Hall***
- ***Community Uppingham Football Club***
- ***Uppingham Bowls Club***
- ***Uppingham Cricket Club***
- ***Uppingham Library***
- ***Uppingham Scout Hall***
- ***Uppingham Church of St Peter and St Paul (C of E)***
- ***Uppingham Methodist Church***

The improvement and extension of these buildings and the creation of new facilities will be supported, subject to compliance with other Neighbourhood Plan policies.

The community facilities in Uppingham will be protected. Where planning consent is required, the loss of such facilities will not be supported unless:

- (a) alternative provision of equivalent or better-quality facilities (with community support evidenced by pre-application consultation and/or local surveys) is made; or***
- (b) it is evident that there is no reasonable prospect of the facility being retained; or***

***(c) it is evident that the service or facility is no longer economically viable; or
(d) there is no demonstrable evidence of local use of that service or facility.***

2. Needs arising from new development (Policy CF2)

Rationale

The principle of new housing is accepted, but the development of new dwellings will result in a population increase over the life of the Plan. It is reasonable, therefore, that the development should have appropriate safeguards to ensure a good quality of life, health and welfare, according to the diverse needs of existing and future residents.

Increased provision of community facilities is essential to ensure that new development can be successfully integrated into the town physically, socially and economically. As noted in the NPPF (Sections 8: Healthy and Safe Communities, 12: Well-Designed places & 14: Climate Change), investment in community infrastructure is necessary to ensure that communities undergoing growth and change remain sustainable, cohesive and healthy. It is acknowledged that funding must comply with Community Infrastructure Levy regulations.

Policy CF2: Investment in new and improved community facilities and services

Proposals for new and improved community facilities will be supported on sites which are accessible to the local community, where the requirements of other applicable Neighbourhood Plan policies can be met.

This applies to provision associated with new housing and other development, other investment in new sites/facilities and existing locations.

Direct investment in infrastructure and/or development related funding must be provided as part of new housing development (of 10 dwellings or over) to ensure that community facilities and services (including health and education) are able to meet the needs of a growing population.

Community Proposal CP 1 - Getting the best out of community facilities.

The Town Council will seek investment from and partnership working with the County Council, external funders, community organisations and schools to maximise the effective use of existing buildings and facilities. There is also an intention to improve facilities to benefit users and achieve better environmental/energy efficiency standards.

Explanation. Thriving local communities need places to meet for group activities and entertainment, larger community events and celebrations, and to hold public meetings and elections. Existing community halls are valued by residents, but consideration needs to be given as to their future as the town expands. To complement the protection offered by policies in this NP, the Town Council will work with the relevant stakeholders and other groups to secure the future of the community facilities and to discuss ways in which their value to the community can be built upon. This will include exploring a range of collaborative funding initiatives.

Open Spaces and Environment

1. Protect and enhance existing open spaces (Policy OS1)

Rationale

Open spaces are critical to the quality of life enjoyed by residents and contribute to the character of Uppingham. As such, they may be protected in line with Paragraphs 92(c) and 97(a, b & c) of the NPPF. Where development is proposed that affects playing fields and recreation areas, the Sport England guidance should be followed and, if necessary, advice sought from that organisation, which is a statutory consultee. In addition, the Town Council will support proposals to enhance and improve the open spaces in the town, both in terms of facilities and habitat creation/management, as and when opportunities emerge.

Under this policy open spaces include public open space (parks and recreation grounds), school playing fields, sports grounds, cemeteries, churchyards/burial grounds. Sports grounds, which are well known and readily identifiable on OS or online maps, are not mapped separately but are covered by the policy. The two allotments sites in the town are the subject of a separate Local Green Spaces Policy (OS3).

Tod's Piece is the principal central open space in the town and is a Field in Trust. The Trust Deed defines it as a playing field for the purpose of outdoor games, sports and pastimes.

Larger open spaces associated with housing areas are shown but there are also many other incidental open spaces small (and consequently difficult to map accurately) within the housing estates in the town (including private and rented housing). These fulfil a multiple role, providing breathing space for residents, improving the landscape and creating valuable habitats and are also covered by the policy.

The policy reflects, but adds local detail to, CS23 in the Core Strategy. It is important that the protection of these open spaces extends beyond the time that the Core Strategy has legal status. They are essential to the character of the town and to the quality of life of the existing and future residents of Uppingham.

Policy OS1: Protect and enhance existing open spaces.

The Plan protects existing sports/recreation grounds and designates the areas of land listed below as open spaces which will be protected.

OS1 Tod's Piece

OS2 Hog Hill

OS3 Beast Hill

OS4 London Road Cemeteries (South View and The Lawn)

OS5 Leicester Road Cemetery

OS6 Ayston Road Green and connecting footpath

OS7 Land off Linnet Court and Lime Tree Avenue

OS8 Land off Ash Close and Seaton Road

OS9 Land within and South/East of The Elms (recently completed housing)

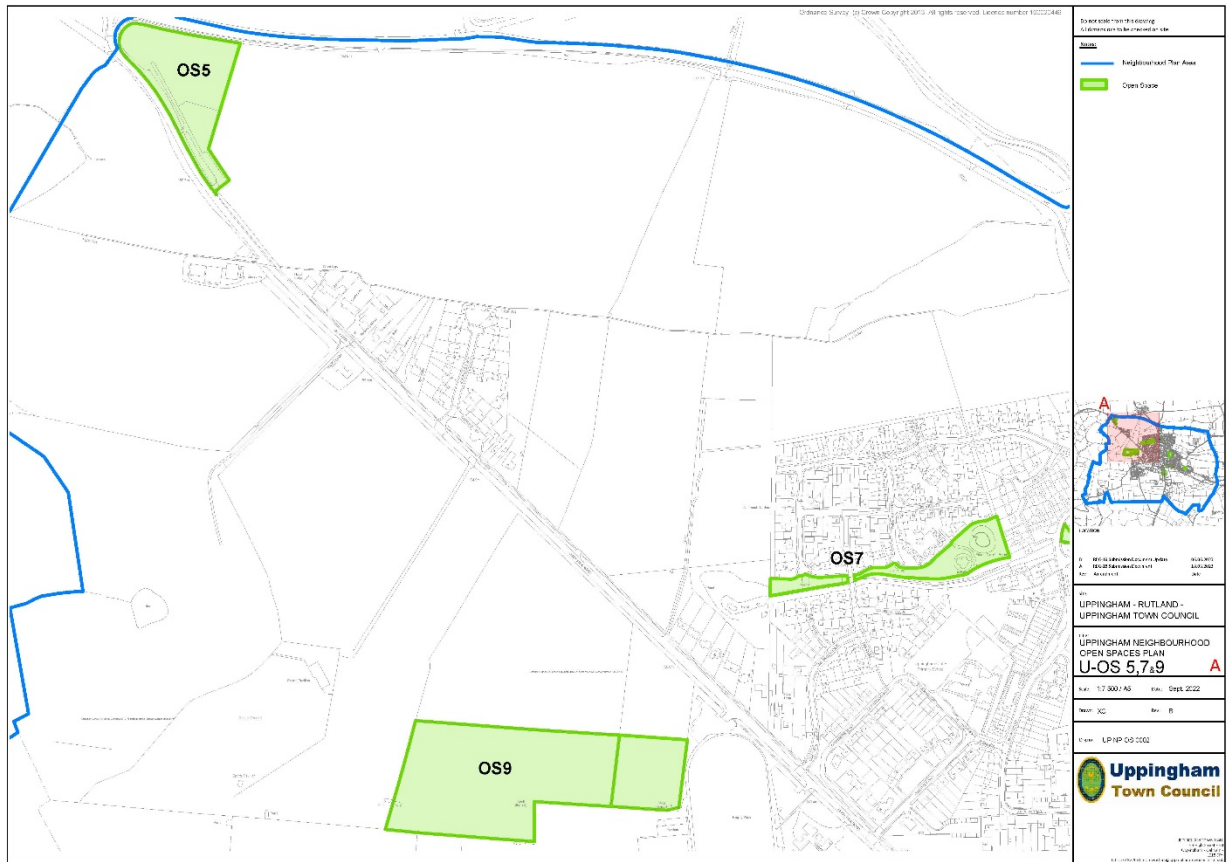
(a) Development proposals which enhance or improve existing sites will be supported.

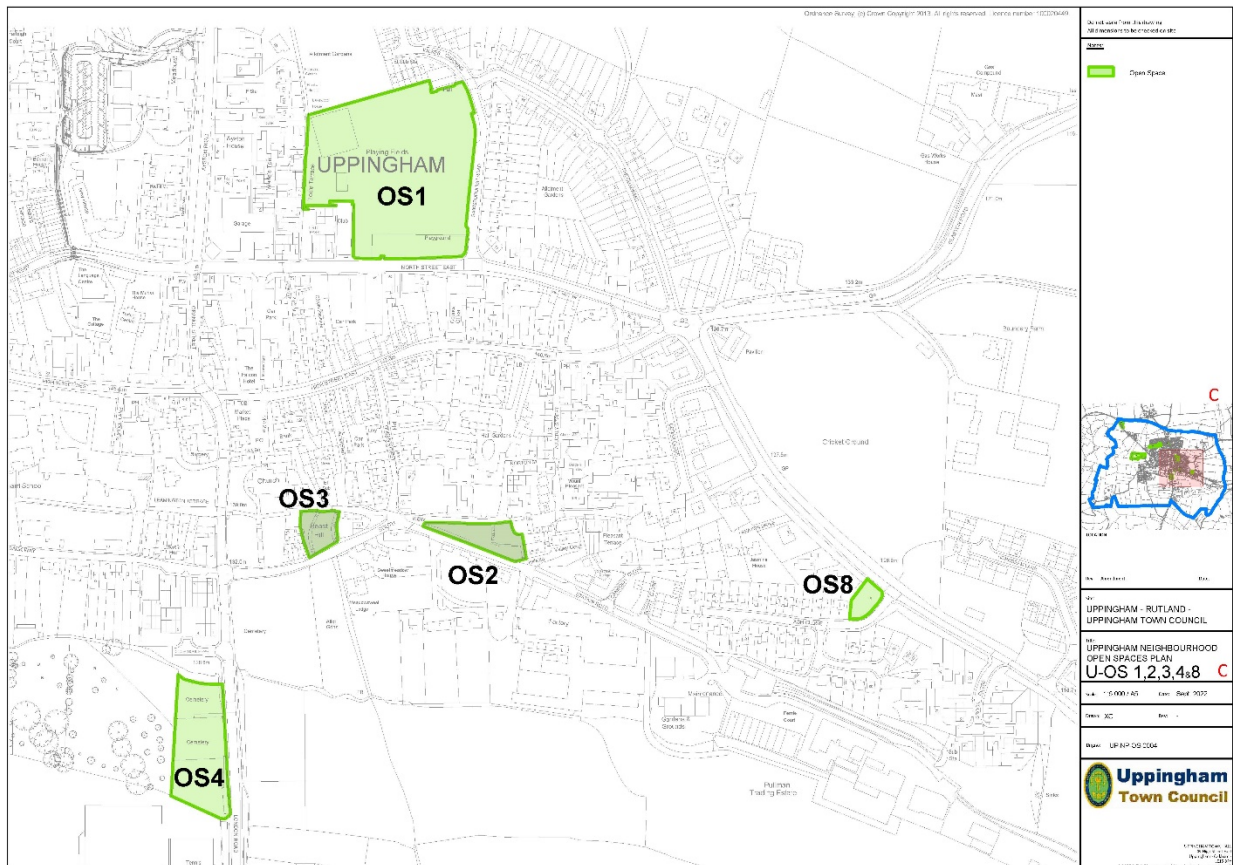
(b) Development proposals which would reduce the quality or quantity of these facilities will only be supported if existing facilities are replaced at a better quality or quantity and in a sustainable location.

The policy also covers incidental and amenity open spaces within housing areas which, although smaller, are all nonetheless important to the community.

This policy will also apply to open spaces created within the proposed new housing sites .

The Open Spaces identified by the policy are shown on the three maps below.





2. Open spaces and new development (Policy OS2)

Rationale

The development of new housing sites will create a need for new open spaces and require the provision of such open spaces. Whilst incidental open space and landscaping should be provided as part of good design in new housing schemes, there is also a need for investment in the larger spaces/facilities which serve the whole community. As with other physical and community infrastructure, it is important that open spaces are provided to ensure that existing infrastructure is not over-stretched as a result of the potential scale and pace of new development over the plan period. The nature, scale and location of new open spaces need to be considered carefully from an early stage in the planning process. It is acknowledged that the existing Local Plan provides a reasonable basis for open space provision in new development, but that document is becoming out of date. Given new housing sites will arise through the review of the NP, it is considered important that a locally based policy, reflecting needs in Uppingham, is put in place. However, as far as the strategic policy SP22 is concerned, it is acknowledged that a revised policy will emerge through a new Local Plan.

With regard to the final clause(c) of the policy it is important that long-term ownership and maintenance arrangements are put in place, including initial and ongoing financial contributions related to the development. The discussions on this should involve the developer, the Town Council, Fields in Trust and the County Council. The Town Council will wish to ensure that unreasonable financial burdens associated with open space provision and management are not placed upon it. The Town Council already owns and manages open

spaces and wishes to expand this, but it is important that this activity is sustainable from a financial viewpoint.

Policy OS2: Open space provision within new housing developments

(a) Larger scale new housing development (10+ dwellings) should include the provision of:

(i) Green spaces to meet the recreation needs arising from the development and for the benefit of wildlife;

(ii) Green corridors to help bring the countryside into the built environment;

(iii) Tree planting and other landscaping, using native species to enhance the appearance.

Provision of larger open spaces should be made within or adjoining the development unless it is not practical or viable to do so and agreement has been reached on that point with the Town and County Councils. In such circumstances, land and/or a commuted sum should be made available to those authorities to enable appropriate provision to be made.

All incidental or amenity open space provision must be within the new development.

(b) The level of provision should be in accordance with the standards operated by Rutland County Council, set out in the adopted Site Allocations & Policies DPD Policy SP22.

(c) Arrangements must be put in place for the long-term maintenance of any open spaces created or enlarged/improved.

3. Proposed Local Green Spaces (Allotments)

Rationale - Proposed Local Green Spaces

In the (Regulation 14) Draft Plan protection was afforded to public open spaces, including allotments by Policy OS1. However, consultation on the Draft Plan showed a clear community desire for particular protection for the two allotment sites in the town and it was suggested that Local Green Space (LGS) designation should be considered. Government guidance notes that LGS designation is a matter “...for local discretion...” and includes allotments as the type of spaces for which LGS designation may be appropriate, provided that the designation criteria can be met. The NPPF (Paras. 99 -101) allows the designation of Local Green Spaces in Neighbourhood Plans subject to three criteria, in that the land must be:

a) in reasonably close proximity to the community it serves;

b) demonstrably special to a local community, holding a particular local significance, e.g. because of beauty, historic significance, recreational value, tranquillity or rich wildlife;

c) local in character and is not an extensive tract of land.”

The Tod’s Piece (LGS1) and Leicester Road (LGS2) allotment sites are shown on the map on page 58 of this Submission version of the Neighbourhood Plan. The table below summarises how the two sites meet the LGS designation criteria.

Location/Site	Not Extensive (NPPF)	Proximity to community (NPPF)	Qualities (NPPF)	Other Factors
Tod's Piece	Local (0.5Ha)	Within town	Recreation, Tranquillity, Wildlife	Public access on footpath alongside west side of site.
Leicester Road	Local (2.1Ha)	Within town	Recreation, Tranquillity, Wildlife.	Public access on footpath alongside west side of site.

Therefore, the two allotments sites fulfil the criteria and an explicitly restrictive policy approach towards development is reasonable. The Town Council wishes to be clear that only allotment uses and any development ancillary (e.g. access, water supply, sheds, green houses) to that principal use will be acceptable on these sites.

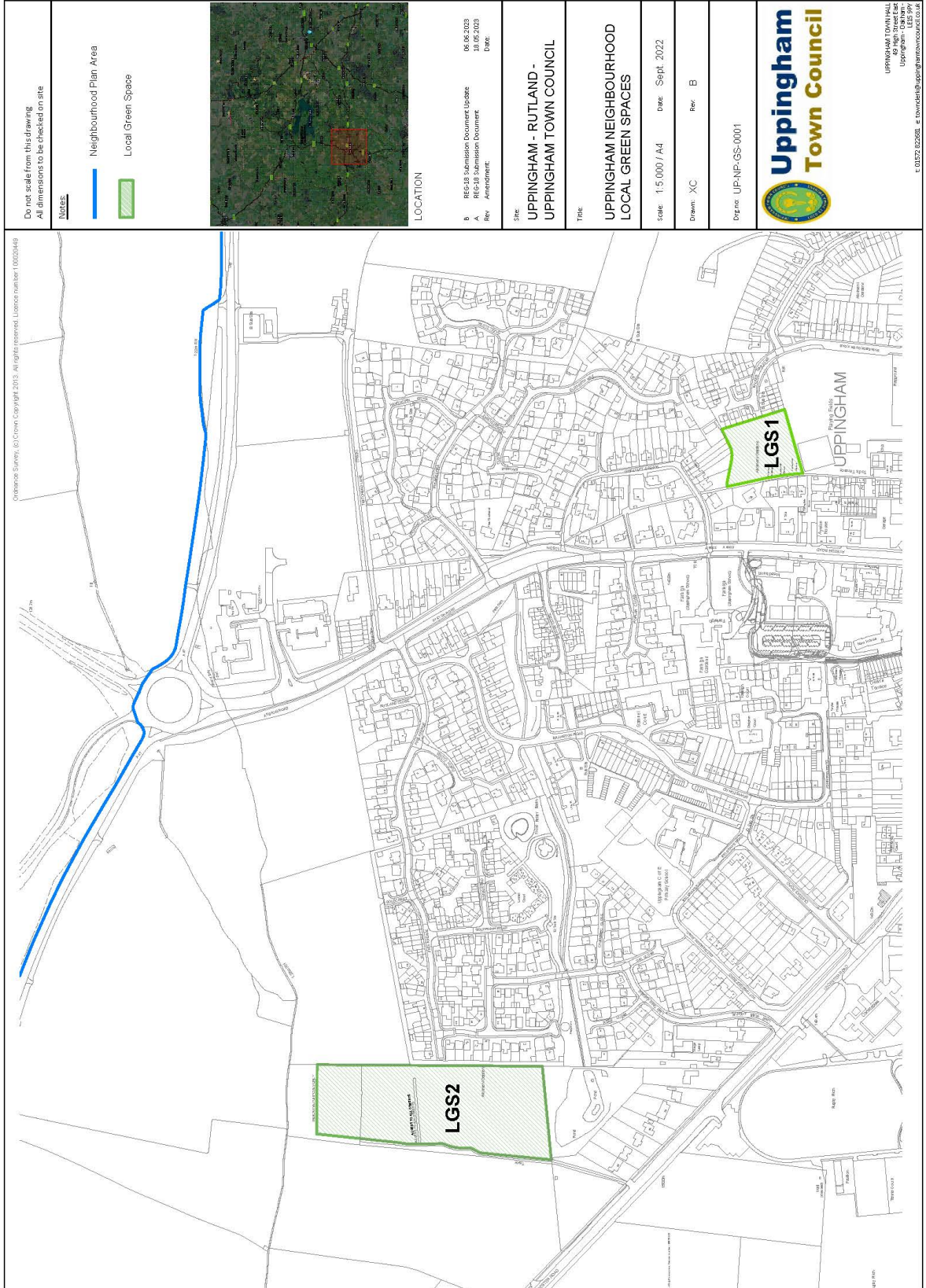
Policy OS3: Proposed Local Green Spaces

The Neighbourhood Plan designates the following sites as Local Green Spaces:

LGS 1 - Tod's Piece Allotments, and

LGS 2 - Leicester Road Allotments

Proposals for development on the Local Green Spaces other than that associated with the use as allotments will not be supported.



Implementation, Monitoring and Review

This section outlines the approach to the implementation, monitoring and review of the new Uppingham Neighbourhood Plan, including:

- working in partnership.
- monitoring/review.
- funding mechanisms; and
- priority projects.

Partnership working

The approach will be that new development, which is in other ways appropriate and acceptable with reference to the Neighbourhood Plan, should be supported by the timely delivery of the infrastructure, services and facilities necessary to provide a vital and viable community, with the highest possible quality of life for residents.

Uppingham Town Council is committed to Localism and locally informed influence over planning decisions, building upon an excellent track record in engaging in planning decisions. They will work:

- reactively through consultation; and
- proactively through promoting the policies of this plan and by delivering related projects for the local community.

It is recognised that partnership working is needed for the potential of the plan to be realised. In particular, landowners and developers will be encouraged to continue to engage with residents, the council and the town's community partners at the earliest possible stages in development, including pre-application enquiries, progress discussions and potential infrastructure levy contributions required by the planning authority.

Monitoring and review

The adopted Neighbourhood Plan will be monitored by Uppingham Town Council with appropriate support from the Local Planning Authority (RCC).

The policies in this Plan will be implemented by Rutland County Council as part of their development management process. However, Uppingham Town Council will be actively involved in engaging developers/investors, using the Neighbourhood Plan to frame representations on planning applications and, where appropriate, as part of the pre-application process.

In terms of review, this second version of the Uppingham Neighbourhood Plan provides a clear basis for decision-making at present, but circumstances inevitably change. Flexibility may be needed as new challenges and opportunities emerge and it is intended to review the Plan periodically (e.g., every 5 years), in line with the Neighbourhood Planning Act (2017). A future review could be based on the following elements, to be considered in periodic monitoring reports:

- a) public and private sector investment in the town, where securing the right type and nature of investment through adaptations and new development will be crucial.

- b) the statutory planning process, and, in particular, how the Plan is used to determine local planning applications.
- c) the state of public services (and community assets), together with other measures to support local services for the vitality and viability of the parishes.
- d) engagement in the preparation of the future versions of the RCC Local Plan.

It is expected that the County Council will support the monitoring of the Neighbourhood Plan by providing dedicated data for the plan area.

The views of RCC, as the Local Planning Authority, will be sought on these matters.

Monitoring reports might conclude that a partial or comprehensive review of the Neighbourhood Plan is necessary at any time and accordingly trigger that process.

The report, prepared by the Town Council, will also include a listing of all planning applications in the Neighbourhood Plan area and the decisions made on them together with a schedule of approved development for new housing, from conversions and single plots to larger sites. A narrative section will describe the extent to which the Neighbourhood Plan has been successful in influencing planning and development decisions. The outcome of, and consistency with, pre-application discussions will also be considered.

In addition, the progress on achieving the community aspirations, including partnership, project work and funding, will be considered. Amongst others, developers and landowners are likely to be an important partner.

In accordance with the regulations, the Neighbourhood Plan has been prepared to be in general conformity with the current (RCC) Local Plan. However, UTC will pay particular attention to the Local Plan review, currently in its early stages.

Funding

UTC will direct funding from Community Infrastructure Levy (CIL) receipts towards Neighbourhood Plan-related projects and other local priorities which are identified, as set out in a three-year action programme which will be reviewed annually. Under current arrangements, a Parish Council with a "Made" Neighbourhood Plan in place can receive 25% of the CIL generated by development.

UTC will engage with RCC on the production of the county wide (CIL related) Infrastructure Development Plan (IDP) to ensure that wider CIL priorities reflect the needs of Uppingham.

Direct investment and/or other financial contributions will also be sought from developers, service providers and utilities to address other needs and opportunities arising from proposed development.

In addition, UTC will seek to influence budget decisions by RCC, including on transport and other infrastructure investment, to ensure that needs in Uppingham are addressed.

Work will also be undertaken with other organisations on funding bids to help fulfil Neighbourhood Plan aspirations, including sources such as the National Lottery's Heritage Fund and Community Fund, Central Government, and Local Enterprise Partnership programmes.

Local priority projects

The list of infrastructure projects below reflects local priorities. This should inform CIL investment, the negotiation of Section 106 agreements and priorities attached to relevant spending programmes and external funding bids, for the following areas:

- Education
- Community Housing
- Car Parking
- Tod's Piece
- High Street Improvements
- Footpaths/Cycleway
- Town Hall/Community Hub
- Health Provision
- Disability Access

Consideration will also be given to projects from other plans, strategies and projects prepared by the Town Council or other partners which relate to local aspirations.

In terms of CIL and S106, it is recognised that the proposed planning changes initiated by Government may impact on the aspirations of the Town Council to achieve and direct investment related to development.

Acknowledgements

The Town Council would like to thank the following.

Xell Cases of Uppingham School, for her support in helping to produce the technical maps that have appeared in both the earlier consultation document and in this current version.

Rutland County Council for their invaluable support.

All members of NPAG both past and present over the years.

Town Clerks and their assistants.

Town Councillors for their many years of hard work.

The cooperative approach of developers and land agents.

Appendix 1 – List of (with links to) Evidence Documents

Consideration was originally given to a review of the Uppingham Neighbourhood Plan, shortly after it was “Made” in 2016, but uncertainty about the timing of the introduction of a new Local Plan and the impact of Covid-19 slowed progress. In 2018 and 2020 the Town Council undertook community surveys and commissioned external support in preparation for Neighbourhood Plan review and that work is part of the evidence base. Other documents have also been prepared in response to comments on the Draft Plan. Therefore the (final) Evidence Documents for the Uppingham Neighbourhood Plan are:

May 2018 and May 2020 (Commissioned from OPUN by UTC to inform the NP review).

- 2018 Paper 1: Census Data
- 2018 Paper 2: Local Housing Needs Assessment
- 2018 Paper 3: Local Business Aspirations
- 2018 Paper 5: Roads and Transport
- 2018 Overall Paper: Strategic policy context, sites and issues.
- 2020 Paper 1: Principles
- 2020 Paper 2: Neighbourhood plan policies and the emerging Rutland local plan
- 2020 Paper 3: The evidence base
- 2020 Paper 4: Planning Decisions and the Uppingham Neighbourhood Plan
- 2020 Paper 5: Housing site assessment criteria and local transport needs
- 2020 Paper 6: Traffic Context (Corby/Kettering and Rutland)
- 2020 Paper 7: Proposed approach to external consultation

Other reports

- 2021 Arup Uppingham bypass study (Commissioned by Uppingham Town Council)
- 2020 CPRE Uppingham Local Housing Needs Survey
- 2022 Housing Sites Assessment
- 2022 Housing Requirement; Past Development Rates
- 2022 Strategic Environmental & Habitat Regulations Assessments (by AECOM)

2023 (in response to consultation responses on the Draft Plan)

- BP1 Reg. 14 Housing numbers and requirements
- BP2 Uppingham 2021 Census update
- BP3 Housing Mix
- Housing Need Assessment 2023 (by Marrons Planning for landowner/developers)

All documents can be seen at: <https://uppingham-neighbourhood-plan.com/consultation-documents/> along with the agendas and minutes of all the Neighbourhood Plan Advisory Group meetings, and community, business, landowner and developer consultation documents. These are also detailed in the Consultation Statement. Older consultation, on the existing Neighbourhood Plan, also remains relevant and can be viewed at:

<https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/neighbourhood-planning/uppingham-neighbourhood-plan/>

An RCC document “Capacity Study of Land to the N & W of Uppingham: Addendum Report, June 2017” has been taken into account in policies and the assessment of housing sites.

See: <https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/the-local-plan/the-new-local-plan/local-plan-evidence-base/landscape/>

Uppingham Neighbourhood Plan

2023 – 2041

Basic Conditions Statement

Submission Version

June 2023

The Neighbourhood Plan is required to fulfil the following conditions:

- 1. Must have appropriate regard for national policies and guidance issued by Secretary of State*
- 2. Must contribute to the achievement of sustainable development*
- 3. Must be in general conformity with the strategic policies contained in the Local Plan for the area*
- 4. Does not breach, and is otherwise compatible with, EU Obligations*
- 5. The prescribed conditions are met and have been complied with in relation to the Neighbourhood Plan Proposal*

CONTENTS

1. About the Uppingham Neighbourhood Plan

2. Have Appropriate Regard to National Policy

Table 1: Neighbourhood Plan: Vision and Objectives, and conformity with the NPPF

Table 2: Neighbourhood Plan Policies and conformity with the NPPF

3. Contribution to the achievement of Sustainable Development

4. General Conformity with Strategic Local Policy

Table 3: Neighbourhood Plan Policies and conformity with the Rutland Local Plan

5. Compatibility with EU or equivalent obligations (inc. SEA/HRA)

6. Conclusion

1. About the Uppingham Neighbourhood Plan

1.1 This Basic Conditions Statement has been prepared to accompany the Refreshed Uppingham Neighbourhood Plan (UNP). Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 requires that Neighbourhood (Development) Plans must meet the following basic conditions:

- the UNP must have appropriate regard to national policies and advice contained in the National Planning Policy Framework July 2021 (NPPF);
- the UNP must contribute to the achievement of sustainable development;
- the UNP must be in general conformity with the strategic policies in the development plan for the area of the local planning authority, in this case the Rutland Core Strategy (2011) and the Site Allocations & Policies DPD (2014);
- the UNP must meet the relevant EU obligations; and
- the prescribed conditions are met and prescribed matters complied with.

1.2 The refreshed Uppingham Neighbourhood Plan is being submitted by Uppingham Town Council. The Neighbourhood Planning Area, designated by Rutland County Council on 26th November 2012, for the existing Plan has been used for this review. The area, as shown on the map, includes all of Uppingham Parish and a small part of Ayston Parish adjacent to and South of the A47. There are no houses or businesses in the latter area, but as with the existing Neighbourhood Plan, Ayston Parish has been consulted on this review. The proposed Neighbourhood Plan does not relate to more than one neighbourhood area and there are no other Neighbourhood Development Plans in place within the Neighbourhood Area.



1.6 Uppingham already benefits from a “made” Neighbourhood Plan (formal date 11th January 2016) covering the period of 2013 – 2026. This was produced in general conformity with the Rutland County Council Core Strategy adopted in July 2011. Rutland County Council are in the process of updating their Local Plan which will cover the period up to 2041, but this will take several years. Accordingly, the decision was taken by Uppingham Town Council to not delay a refresh of the Neighbourhood Plan, in line with the Neighbourhood Planning Act 2017. The Neighbourhood Plan period is, therefore, 2023 to 2041.

1.7 The Plan proposal relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations (as amended) 2012.

1.8 The Uppingham Neighbourhood Plan will cover the period 2023 until 2041. It does not deal with County Matters (mineral extraction and waste development), nationally significant infrastructure or any other matters set out in Section 61(k) of the Town and Country Planning Act 1990.

2. Have Appropriate Regard to National Policy

2.1 A revised National Planning Policy Framework (NPPF) was published in July 2021. The NPPF provides a framework within which local communities can produce Neighbourhood Development Plans for their area and sets out how planning should help achieve sustainable development. It is acknowledged that the NPPF is currently under review by the Government, following a consultation in late 2022/early 2023 but as yet, a final revised version has not been published. Consequently, the legal and procedural reference point for the Uppingham Neighbourhood Plan remains the July 2021 NPPF.

2.2 Sections 12-37 of the NPPF refer to Local and Neighbourhood Plans and requires them to have regard to the policies in the NPPF and to be in general conformity with the strategic policies of the Local Plan. The Localism Act explains that is the ‘adopted Development Plan’.

2.3 This section demonstrates that the UNP has had regard to the relevant sections of the NPPF. It sets out a Vision, nine Objectives, thirty-six formal Planning Policies. There are also several associated community proposals but these are informal and do not require consideration in this Basic Conditions Statement.

Vision and Objectives

2.4 The Vision and the Issues/Objectives are summarised in Table 1 below, alongside the NPPF paragraphs that they relate to.

Table 1: Neighbourhood Plan Vision, Issues and Objectives - conformity with the NPPF

Neighbourhood Plan	NPPF Paragraph Numbers
<p>Vision (P4)</p> <p>1.1 Uppingham already benefits from a “made” Neighbourhood Plan (formal date 11th January 2016) covering the period of 2013 – 2026. This was produced in general conformity with the Rutland County Council Core Strategy adopted in July 2011. Rutland County Council are in the process of updating their Local Plan which will cover the period up to 2041, but this will take several years. Accordingly, the decision was taken by the Town Council not to delay a refresh of the Neighbourhood Plan, in line with the Neighbourhood Planning Act 2017. The Neighbourhood Plan period is, therefore, 2023-41.</p> <p>1.2 The aim of the Neighbourhood Plan is to retain and enhance the traditional values of our small market town ensuring that future development in Uppingham reflects the community’s needs and aspirations, incorporating new homes, businesses and technology where appropriate. The built environment resulting from the plan will</p>	<p>All, but in particular 8 on achieving the three principles sustainable development and 28, 29 and 30 on Non-Strategic Policies and Neighbourhood Planning.</p>

<p>reflect the town's heritage and rurality and be compatible with local and national policies. Above all it should enable all sections of the community to enjoy a sustainable way of life.</p> <p>1.3 Uppingham has a history of innovation and is proudly independent. It often seeks local solutions to address its needs while seeking to build and maintain connections with the wider world. The content of, and approach taken to develop this plan reflects this philosophy.</p>	
Objectives (NP pp 50/51)	NPPF (Paragraph Numbers)
1. Continue to protect the town's heritage appearance and modernise its infrastructure.	8 Achieving Sustainable Development 29 on Neighbourhood Planning. 16(c) Engagement and consultation.
2. Stimulate social and economic growth, while addressing the climate crisis and affirming which areas of the town should remain as open space.	126 to 136 Achieving well-designed places. 174 to 182 Conserving and enhancing the natural environment. 92 to 103 Promoting healthy and safe communities.
3. Strengthen community spirit, community health and community safety.	92 to 103 Promoting healthy and safe communities
4. Improve community life with particular regard for vulnerable, disadvantaged and disabled people.	92 to 103 Promoting healthy and safe communities.
5. Improve the sustainability of the towns' retail centre and economic zones.	86 Ensuring the vitality of town centres. 84 & 85 Support a prosperous rural economy.
6. Attract public and private sector investment.	81 to 85 Building a strong competitive economy.
7. Allocate substantial new housing, reflecting Uppingham's role as a service centre which is the second largest settlement in the county. Ensuring that at least 30% of new dwellings are 'affordable' (on sites of more than 10 dwellings) in accordance with RCC policy.	66 & 67 Delivering a sufficient supply of homes (housing requirements). 62 to 65 Delivering a sufficient supply of homes (affordable housing).
8. Create new housing developments designed as 'clusters', incorporating green space and wildlife corridors.	126 to 136 Achieving well-designed places. 174 to 182 Conserving and enhancing the natural environment.
9. Enhance the visitor offer and attract the next generation of tourists.	84 and 85 Supporting a prosperous rural economy.

Formal Planning Policies

2.5 Each of the Planning Policies has been considered in relation to the relevant sections of the NPPF as summarised in Table 2 below. This shows that the Neighbourhood Plan properly reflects national guidance as set out in the NPPF, thereby satisfying the Basic Conditions.

Table 2: Planning Policies - conformity with the NPPF

Neighbourhood Plan Policy	NPPF Paragraphs	Conformity
General Principles		
Policy GP1 - General principles for sustainable development and addressing climate change	All, but in particular 8 on achieving the three principles of achieving sustainable development. 28, 29 and 30 on Non-Strategic Policies and Neighbourhood Planning.	Achieves sustainable development. Neighbourhood Plans and strategic policies.
Housing		
Policy H1 (overall housing numbers and densities)	66 & 67 Delivering a sufficient supply of homes (housing requirements). 124 & 125 (Achieving appropriate densities).	Provide new housing to meet agreed requirements.
Policy H2. The provision of infrastructure associated with new housing	92 to 97 Promoting healthy and safe communities.	Recognising the impact of new housing and a growing population.
Policy H3 The timing of development	76 Delivering a sufficient supply of homes (maintaining supply and delivery).	Ensure that planned development comes forward.
Policy H 4: Proposed site allocations to meet the indicative dwelling requirement	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.
Housing sites		
Policy U-HA1 Site allocation for land off Leicester Road (in front of Cricket Club)	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.
Policy U-HA2 Site Allocation for land off Ayston Road	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.
Policy U-HA3 Site allocation for land at Uppingham Gate (part of mixed-use development)	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.
Policy U-HA4 Site allocation for land to the East of The Beeches	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.

Neighbourhood Plan Policy	NPPF Paragraphs	Conformity
Policy U-HA5 Site allocation for land off Goldcrest/Firs Avenue	66 & 67 Delivering a sufficient supply of homes (identifying land for homes).	Provide new housing to meet agreed requirements.
Other Housing Policies		
Policy OH1: Affordable housing	62 to 65 Delivering a sufficient supply of homes (affordable housing).	Provides a range of housing options to meet local need.
Policy OH2: Meeting local needs and providing flexibility	61,62,65 and 73 Delivering a sufficient supply of homes.	Provides a range of housing choices to meet local need.
Policy OH3: Self-build and custom housebuilding	Annex 1 and Annex 2. Plus Government guidance on self-build and custom housing (2021).	Provides a range of housing choices.
Policy OH4 Infill housing	126 to 136 Achieving well-designed places.	Ensures that design relates to local character.
Policy OH5: Design and access standards	126 to 136 Achieving well-designed places.	Ensures that design relates to local character .
Protecting character and heritage		
Policy C&H1: Central Conservation Area	189 to 208 Conserving and enhancing the historic environment.	Protects heritage assets.
Policy C&H2: Other designated heritage assets.	189 to 208 Conserving and enhancing the historic environment.	Protects heritage assets.
Town centre and retail		
Policy TC1: Primary Retail Frontages	86(b) Ensuring the vitality of town centres (primary shopping areas).	Supports town centre and existing businesses
Policy TC2: Protecting and enhancing the Market Place	86(c) Ensuring the vitality of town centres (markets).	Support for traditional markets
Policy TC3: Enabling innovation and investment in the town centre	86(b) Ensuring the vitality of town centres (promote vitality & viability).	Enable appropriate development and investment.
Policy OR1: Preferred locations for larger convenience stores	86(e), 87 & 88 Ensuring the vitality of town centres (edges of centre and out of centre sites).	Enable necessary investment in convenience shops.
Business and employment		
Policy BE1: Employment Land and Mixed Use – Uppingham Gate	86(e), 87 & 88 Ensuring the vitality of town centres (edges of centre and out of centre sites).	Enable necessary investment in convenience shops.
Policy BE2: Mixed Use/Retail development at the junction of the A47 and Ayston Road	86(e), 87 & 88 Ensuring the vitality of town centres (edges of centre and out of centre sites).	Enable necessary investment in convenience shops.

Neighbourhood Plan Policy	NPPF Paragraphs	Conformity
Policy BE3: Station Road Industrial Estate	8 Achieving Sustainable Development. 84 and 85 Supporting a prosperous rural economy.	Enabling appropriate local business development.
Policy BE4: The Welland Vale Business Zone	8 Achieving Sustainable Development. 84 and 85 Supporting a prosperous rural economy.	Enabling appropriate local business development.
Policy BE5: Information technology and communications	8 Achieving Sustainable Development. 114 to 118 Supporting high quality communications.	Supports business development and education.
Policy BE6: Proposed tourism development	84 and 85 Supporting a prosperous rural economy.	Enabling appropriate development.
Transport and active travel		
Policy TR1: Providing the scope for new/improved road connections	106(c) Promoting sustainable transport.	Enabling possible long-term routes.
Policy TR2: Providing safer walking and cycling and public transport	104(c) & 112 Promoting sustainable transport.	Enabling active travel.
Policy TR3: Town centre car parking	86 Ensuring the vitality of town centres. 110 & 111 Considering development proposals.	Enable appropriate development and investment
Policy TR4: Improved facilities for public transport and coaches	106(c) Promoting sustainable transport.	Enabling possible improvements.
Community facilities and services		
Policy CF1: Community facilities & local services	92 to 103 Promoting healthy and safe communities.	Protecting locally important facilities
Policy CF2: Investment in new and improved community facilities and services	126 to 136 Achieving well-designed places. 92 to 103 Promoting healthy and safe communities.	Ensures that improved facilities are provided alongside new development.
Open Spaces and Environment		
Policy OS1: Protect and enhance existing open spaces	92 to 103 Promoting healthy and safe communities.	Protects open spaces.
Policy OS2: Open space provision within new housing developments	92 to 103 Promoting healthy and safe communities.	Provides new open spaces for growing population.
Policy OS3: Proposed Local Green Spaces	101 to 103 Criteria for LGS designation.	Proposed sites meet the criteria.

3. Contribution to the achievement of Sustainable Development

3.1 The NPPF has a presumption in favour of sustainable development i.e. ensuring a better life for residents and making the quality of life better for future generations. The NP supports the NPPF in enabling positive sustainable growth in Uppingham, at the same time as protecting the heritage, open spaces and community qualities which are valued by local people.

3.2 The NP will ensure economic, environmental and social advancement for future generations. It has been prepared with a central understanding that the key areas it addresses (the environment, the economy, and the community) are all closely linked. The policies aim to facilitate change whilst protecting what is highly valued in the community.

3.3 Tables 1 and 2 above and Table 3 below show how provision for sustainable development forms an integral part of the Vision, Objectives and Planning Policies within this NP.

4. General Conformity with Strategic Local Policy

4.1 The Uppingham Neighbourhood Plan has been prepared with input from the planning officers of Rutland County Council. This has ensured that the process of developing the policies for the Plan has been scrutinised in terms of conformity with strategic policies. The Development Plan comprises three documents:

- The Core Strategy Development Plan Document (adopted 2011);
- The Site Allocations and Policies DPD (adopted 2014); and
- The Minerals Core Strategy & Development Control Policies DPD (adopted 2010).

4.2 Table 3 shows how the Uppingham Neighbourhood Plan is in general conformity with the strategic policies in the Core Strategy and the Site Allocations and Policies DPDs. In accordance with the Regulations, the Neighbourhood Plan does not contain policies on minerals. Consequently, the Minerals Core Strategy & Development Control Policies DPD is not included in the table.

Table 3: Neighbourhood Plan Policies - conformity with the Development Plan

Neighbourhood Plan Policy	Core Strategy	Site Allocations & Policies DPD	Conformity
General Principles			
Policy GP1 - General principles for sustainable development and addressing climate change	CS1 Sustainable development principles	SP1 Presumption in favour of sustainable development	Promotes sustainable building and development.
Housing			
Policy H1. Overall housing numbers and densities	CS2 - The spatial strategy CS3 - The Settlement Hierarchy CS4 - The location of development CS9 - Provision and distribution of new housing	SP2 - Sites for residential development	Provide new housing to meet agreed requirements.
Policy H2. The provision of infrastructure associated with new housing	CS7 - Delivering socially inclusive communities CS8 - Developer contributions)	SP22 Provision of open space	Ensures that local infrastructure can accommodate development.
Policy H3. The timing of development	N/A	Policy SP2 - Sites for residential development	Ensures that planned development comes forward.
Policy H 4. Proposed site allocations to meet the indicative dwelling requirement		Policy SP2 - Sites for residential development Policy SP5 - Built development in the towns and villages	Provide new housing to meet agreed requirements.

Neighbourhood Plan Policy	Core Strategy	Site Allocations & Policies DPD	Conformity
Housing sites			
Policy U-HA1 Site allocation for land off Leicester Road (in front of Cricket Club)	CS4 - The location of development CS9 - Provision and distribution of new housing	SP2 - Sites for residential development	Provides new housing to meet agreed requirements.
Policy U-HA2 Site Allocation for land off Ayston Road	As above	As above	As above
Policy U-HA3 Site allocation for land at Uppingham Gate (part of mixed-use development)	As above	As above	As above
Policy U-HA4 Site allocation for land to the East of The Beeches	As above	As above	As above
Policy U-HA5 Site allocation for land off Goldcrest/Firs Avenue	As above	As above	As above
Other housing policies			
Policy OH1: Affordable housing	Policy CS11 - Affordable housing	Policy SP9 - Affordable housing	Provides a range of housing options to meet local need.
Policy OH2: Meeting local needs and providing flexibility	CS10 - Housing density and mix	SP9 Affordable housing	Ensures a range of local needs are met.
Policy OH3: Self-build and custom housebuilding	N/A (see across)	N/A (See Self-Build and Custom Housebuilding Act 2015 & NPPF Para. 62)	Enables a variety of housing provision.
Policy OH4 Infill housing	NA???	SP5 Built development in the towns and villages	Enables infill housing, balanced with constraints.
Policy OH5: Design and access standards	CS19 - Promoting good design	SP5 Built development in the towns and villages SP15 Design and amenity	Requires high quality design contributing to local character.
Protect character/heritage			
Policy C&H1: Central Conservation Area	CS22 - The historic and cultural environment	SP20 The historic environment SP16 - Advertisements	Protects important features/assets.
Policy C&H2: Other designated heritage assets.	CS22 - The historic and cultural environment	SP20 The historic environment	Protects important features/assets.

Neighbourhood Plan Policy	Core Strategy	Site Allocations & Policies DPD	Conformity
Town centre and retail			
Policy TC1: Primary Retail Frontages	Policy CS17 – Town centres and retailing	SP12 - Town centre areas, primary and secondary shopping frontages	Supports town centre and existing businesses.
Policy TC2: Protecting and enhancing the Market Place	Policy CS17 – Town centres and retailing	SP20 The historic environment	Support for traditional markets.
Policy TC3: Enabling innovation and investment in the town centre	Policy CS17 – Town centres and retailing	N/A	Enable appropriate development and investment.
Policy OR1: Preferred locations for larger convenience stores	Policy CS17 – Town centres and retailing	SP3 - Sites for retail development	Enable necessary investment in convenience shops.
Business and employment			
Policy BE1: Employment Land and Mixed Use – Uppingham Gate	Policy CS14 - Provision for industry, offices and related uses	SP3 - Sites for retail development	Enable necessary investment in convenience shops.
Policy BE2: Mixed Use/Retail development at the junction of the A47 and Ayston Road	N/A	SP3 - Sites for retail development	Enable necessary investment in convenience shops.
Policy BE3: Station Road Industrial Estate	CS13 Economic development & employment	N/A	Enabling appropriate local business development
Policy BE4: The Welland Vale Business Zone	CS13 Economic development & employment	N/A	Enabling appropriate local business development.
Policy BE5: Information technology and communications	CS16 - The rural economy	SP14 Telecommunications and high-speed broadband	Supports local businesses, education and social wellbeing.
Policy BE6: Proposed tourism development	CS15- Tourism	N/A	Enable further tourism development.
Transport and active travel			
Policy TR1: Providing the scope for new/improved road connections	CS18 (j) Sustainable transport and accessibility	N/A	Retain options for improved connections in future.
Policy TR2: Providing safer walking and cycling and public transport	CS18 (b) Sustainable transport and accessibility	N/A	Protect, enhance and develop new walking and cycling routes.

Neighbourhood Plan Policy	Core Strategy	Site Allocations & Policies DPD	Conformity
Policy TR3: Town centre car parking		Policy SP15 – Design and amenity (Clause L)	
Policy TR4: Improved facilities for public transport and coaches	CS18 – Sustainable transport and accessibility	N/A	Support bus access for residents and visitors.
Comm. Facilities/services			
Policy CF1: Community facilities & local services	CS7 - Delivering socially inclusive communities	N/A	Protects local facilities to support community wellbeing.
Policy CF2: Investment in new/improved community facilities and services	CS7 - Delivering socially inclusive communities	N/A	Ensures that facilities are developed and improved to meet increased needs.
Open Spaces/Environment			
Policy OS1: Protect and enhance existing open spaces	CS23 - Green infrastructure, open space, sport & rec'n.	Policy SP21 - Important open space and frontages	Protects existing open spaces, related facilities green infrastructure.
Policy OS2: Open space provision within new housing developments	CS23 - Green infrastructure, open space, sport & rec'n.	SP22 Provision of new open space	Ensures that development includes new facilities/spaces.
Policy OS3: Proposed Local Green Spaces	CS23 - Green infrastructure, open space, sport & rec'n. CS21 - Natural environment	SP21 Important open space and frontages	Protects valued community open spaces, subject to fit with NPPF.

4.3 The above refers, correctly in terms of procedure, to the adopted Development Plan Documents. However, the Town Council has recognised the need to consider the emerging Local Plan. It is for that reason that some delays occurred when the County Council decided not to complete the Local Plan review process that reached Submission in early 2020. The reasons behind that decision related mainly to strategic locations for new housing, however, much of the other policy content of that (still draft) Local Plan remained pertinent and has influenced the approach to policy formulation in the review of the Uppingham NP.

4.4 Liaison with RCC has continued since the County Council restarted work on the Local Plan review, the timetable for which is set out below:

- Call for Sites – spring 2022
- Issues and Options – summer 2022
- Developing the Preferred Options Plan (Regulation 18) – autumn 2023

- Finalising the Submission Draft Plan (Regulation 19) – autumn 2024.
- Submission to the Secretary of State for Independent Examination – January 2025.
- Main modifications, as recommended by the independent planning inspector (tbc).
- Adoption and publication (tbc).

4.5 In connection with the preparation of this Basic Conditions Statement RCC has advised that whilst an emerging Local Plan does not constitute part of the statutory development plan, it still needs to be considered by neighbourhood planning groups. An emerging Local Plan can show the direction of travel for strategic policies, provide the framework for future decisions to be based and can be used to identify areas where neighbourhood planners, subject to appropriate evidence, may wish to develop local policies to supplement and accord with the emerging Local Plan. RCC notes that a good NP will remain more up to date and relevant if it considers conformity to an emerging Local Plan.

4.6 The position of RCC is based on the premise that Government advice is clear. The Planning Practice Guidance states that:

“Where a neighbourhood plan is brought forward before an up to date Local Plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- *the emerging Neighbourhood Plan,*
- *the emerging Local Plan,*
- *the adopted Development Plan,*

with appropriate regard to national policy and advice.”

4.7 The County Council has stated in email correspondence that all NP Groups are encouraged to seek early and consistent engagement with the Council throughout the process of writing a neighbourhood plan. RCC has confirmed in writing that there has been engagement between the Uppingham Neighbourhood Plan group and Officers within the County Council on matters of general conformity and this has occurred through remote meetings and emails.

5. Compatibility with EU Obligations and other Prescribed Conditions

5.1 As anticipated by the Town Council, and following consideration Rutland County Council advised that a Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) would be required given that the refreshed NP is making new housing and mixed-use allocations.

5.2 Accordingly, with support from the Government Neighbourhood Planning Technical Support Programme, AECOM was commissioned to undertake and SEA/HRA in late 2022, using the Reg. 14 Consultation Draft and the evidence base.

5.3 The documents were subject to formal consultation with Historic England, Natural England and the Environment Agency.

5.4 RCC has advised that there is no need for a separate Determination Statement because of the presence of the comprehensive SEA and HRA reports.

The Strategic Environmental Assessment (SEA)

5.5 The following extract is taken from the non-technical summary of the complete SEA document. That full document forms part of the Evidence Papers for the NP review which can be seen at: <https://uppingham-neighbourhood-plan.com/consultation-documents/>

“Appraisal of the Regulation 14 version of the Uppingham Neighbourhood Plan

The Regulation 14 version of the UNP presents 37 planning policies for guiding development in the neighbourhood area. These were developed following extensive community consultation and evidence gathering.

Chapter 5 within the main body of the Environmental Report presents the findings of the appraisal of the Regulation 14 version of the UNP. Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the SEA process has assessed the policies put forward through the Regulation 14 version of the UNP. A summary of the appraisal findings (presented by SEA theme) is provided below.

Biodiversity and Geodiversity

Overall, Neighbourhood Plan policies should help ensure that ecological sensitivities are appropriately considered during the planning, construction, and operational phases for new development proposals which come forward during the plan period, whilst also delivering net gains. Whilst there are potential impact pathways associated with recreational pressure, third-party activities, and changes to water quantity (level, flow, and quality) associated with the available site options, the HRA for the UNP concludes that no adverse impacts to the integrity of internationally designated sites are expected as a result of the policies and proposals within the UNP. Nonetheless, consultation with Natural England may be required to determine if any applications will have any significant impacts to the integrity of sites.

Climate Change

The Neighbourhood Plan has policies in place to help mitigate and adapt to the effects of climate change. The plan recognises the importance of natural features, as well as built infrastructure in adapting to a changing climate. Facilitating development within proximity

to Uppingham town (i.e., locations within Rutland with the greatest variety of services and facilities) will, to an extent, help limit greenhouse gas emissions from transport through encouraging new development in locations with proximity to the key amenities and public transport networks.

Landscape and Townscape

Policies and proposals within the UNP seek to protect and enhance the relationship between the natural and built environment (i.e., between the town and the open countryside), helping to safeguard the open countryside from inappropriate development. Whilst it is recognised that new development areas will come forward on sites which have a 'high' landscape sensitivity, the site-specific policies have a strong focus on ensuring that development fits into the landscape context, including sensitive design to soften the overall impact of development at these locations. Overall, the policies work well to help the neighbourhood area maintain and enhance its landscape and townscape value.

Historic Environment

In relation to the 'Historic Environment' SEA topic, the UNP includes several measures which seek to conserve and enhance both designated and non-designated heritage assets (and their settings). This should help ensure that the design of any new development is in keeping with the existing character and feel of Uppingham town and the wider neighbourhood area. It is recognised that the greatest concentration of heritage assets and areas within the neighbourhood area are within Uppingham town. In this respect, potential indirect impacts to the historic environment are possible as the site allocations are adjacent to (or within proximity to) the town. **The SEA recommends** that the wording of the site-specific policies is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas. This will ensure that appropriate mitigation is provided to assuage any concerns by Historic England.

Land, Soil, and Water Resources

Whilst the development of greenfield sites does not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to deliver housing via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. It is also acknowledged that through allocating greenfield sites closer to the existing built-up area, the UNP minimises as best as possible the impacts to the open countryside and natural environment, which will help to safeguard land, soil, and water resources. Nevertheless, the preferred approach will likely result in the permanent loss of agricultural land that cannot be mitigated.

Community Wellbeing

Uppingham town is generally well served by local service offer and is defined as a 'small town' within the settlement hierarchy (i.e., one of the most sustainable settlements within Rutland, alongside the 'main town' of Oakham). Therefore, the delivery of higher levels of growth (up to 510 dwellings) across the available site options within the neighbourhood area will deliver much needed housing (including a mix of types, tenures, and affordable dwellings) to meet local requirements. The UNP is also likely to have significant positive effects in relation to the 'Community Wellbeing' SEA theme through delivering housing

which meets local requirements, supporting accessibility to services and facilities, and ensuring high quality design through new development areas. This will support social inclusion, the quality of life of residents, and community vitality. The UNP also supports economic vitality through encouraging opportunities to expand the local employment and retail offer.

Transportation

Overall, the policies within the UNP work to improve transportation and movement in the neighbourhood area, by implementing policies that encourage a modal shift to sustainable and active travel options. Whilst it is recognised that two of the site allocations do not currently connect to the existing road network, the site-specific policies state that development cannot commence until the access issues have been resolved (i.e., once the site allocations which are located adjacent to these two sites have been developed)."

5.6 It is noted that the SEA refers to the Draft NP having 37 formal policies. The Submission version has 36 such policies, one less, as a result of the housing site North of Leicester Road (U-HA3) becoming a commitment rather than a proposal. This resulted from the completion of a S106 Agreement and the confirmation of outline planning approval.

5.7 It is also noted that the SEA referred to a possible need for further consultation should comments made on the Reg. 14 Draft resulting in significant changes to policies. Whilst the Town Council has taken full account of community and consultee comments and changes have been made to the NP, these have not affected the principles examined in the SEA. It was concluded, therefore, that further consultation is not necessary. NE, HE, EA and RCC responded to Draft NP with helpful comments, but no requests for in principle changes.

The Habitat Regulations Assessment (HRA)

5.8 The following extract comprises the conclusions from the HRA document (that full document forms part of the Evidence Papers for the NP review which can be seen at: <https://uppingham-neighbourhood-plan.com/consultation-documents/>)

"Conclusions

An HRA was undertaken of the Neighbourhood Plan for Uppingham Parish (Regulation 14 Draft) (UNP). A Likely Significant Effects test was undertaken of Plan policy and site allocation in relation to Rutland Water SPA and Ramsar site. Potential linking impact pathways considered are:

- *Disturbance: Recreational pressure;*
- *Disturbance: From Third-Party Activities; and,*
- *Changes to water quantity, level, flow, and quality*

Following appropriate assessment, it was concluded that there are no realistic linking impact pathways between the UNP and any internationally designated sites (Rutland Water SPA and Ramsar site) and as such it can be concluded that no adverse effects on integrity would arise alone or in combination."

Human rights

5.9 Finally, the Town Council can confirm that Neighbourhood Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act.

6. Conclusion

6.1 It is the considered view of Uppingham Town Council that:

- This Statement shows that the Uppingham Neighbourhood Plan meets the Basic Conditions as set out in Schedule 4B to the Town and Country Planning Act 1990.
- The Neighbourhood Plan has given appropriate regard to the NPPF and will contribute to the achievement of sustainable development.
- The Neighbourhood Plan is in general conformity with strategic policies contained in the Development Plan, and in particular the Core Strategy Development Plan Document (adopted 2011) and the Site Allocations and Policies Development Plan Document (adopted 2014). Account has also been taken of the emerging Local Plan.
- The Neighbourhood Plan meets the relevant EU (and UK Government) obligations.

This page is intentionally left blank

The Uppingham Neighbourhood Plan
Submission Version (June 2023)
CONSULTATION STATEMENT VOLUME ONE
FROM INCEPTION TO REGULATION 14

Contents

Introduction and overview.	2
Timetable	6
Appendices and supporting documentation	14
Appendix 1: Neighbourhood Planning Committee	14
Appendix 2: Neighbourhood Forum	16
Appendix 3: Vanguard Board	18
Appendix 4: Communications.	19
Appendix 5: Booklets that have been delivered to every household and Business in Uppingham	26
Analysis of various consultation feedback	28
Appendix 6: Developers Morning 7 th December 2019	28
Appendix 7: Results of Survey Monkey relating to potential development sites - Booklet April 2021	30
Appendix 8: Manual Responses relating to potential development sites - Booklet April 2021	45
Appendix 9: Summary of Community Feedback on potential development sites	49
Appendix 10: Results of Survey Monkey relating to a potential bypass - Booklet April 2021.....	50
Appendix 11: Results of Manual Feedback on Booklet – Bypass.....	52

Introduction and overview.

The existing Uppingham Neighbourhood Plan (2013-2026) was “made” by Rutland County Council at their meeting dated 11th January 2016.

Uppingham Neighbourhood Plan



2013 –2026



Final Edition

prepared by

Uppingham Town Council

January 2016

The decision to update or “refresh” this made plan was confirmed by Uppingham Town Council at their meeting dated 3rd August 2016 following a recommendation from the Neighbourhood Plan Committee held on 25th July 2016. This was as a direct consequence of the expressed intention of the Local Planning Authority (Rutland County Council) to update their Local Plan. Significant efforts were made to attract the widest possible community involvement and this was enshrined in an amendment to the Town Council’s Standing Orders in August 2016. S1.12.6 widened considerably the examples of community groups who should be invited to participate in the Neighbourhood Plan Committee. In order to get coverage from as many groups as possible, whilst keeping the Committee at a workable size, it was decided to restrict each participating community group to two formal representatives on the Committee. There was no overall limit to the number of groups that could participate.

Late in 2016, Central Government consulted upon changes to the legislation around Neighbourhood Plans, culminating in the Neighbourhood Planning Act 2017. This addressed the issue of existing “made” plans being updated (or refreshed).

Following this, early in 2018 the Town Council sought the input of a Neighbourhood Planning Consultant, including seeking his view as to whether or not the proposed refresh of the existing plan, whilst material, was “so significant or substantial that they would change the nature of the plan”. This assessment was critical to the process because it would determine whether or not another

referendum would be required. The view from both the Consultant and Rutland County Council was that the scope of the changes proposed did warrant the full process (including a referendum) to be followed and so the procedures were undertaken as if this was a new Neighbourhood Plan. A schedule of proposed changes to the existing Neighbourhood Plan was drawn up at that time and is shown below:-

Uppingham Neighbourhood Plan Refresh Feedback

Committee and Community Groups Inputs

Ref	Section	Feedback	Updates / Amends	Status	Feedback Who?	Date
1	Foreward	Need to state the period of the revised plan - from when - to		Open	N Plan Comm	23/1/18
2	What is the Plan Trying to Achieve?	This will need a re-write		Open	N Plan Comm	23/1/18
3	What Area Does the Plan Cover?	Need to include an 'Environmental' section		Open	N Plan Comm	23/1/18
4	How Has the Plan Been Created?	This will need a re-write		Open	N Plan Comm	23/1/18
5	Who Has Been Consulted?	Will require a fresh evidence base		Open	N Plan Comm	23/1/18
6	Who Has Been Consulted?	Need to ensure we show how it has been captured and recorded		Open	N Plan Comm	23/1/18
7	Who Has Been Consulted?	Need to ensure a local perspective		Open	N Plan Comm	23/1/18
8	Who Has Been Consulted?	Need to review what has happened since the N Plan was created and what specifically has changed		Open	N Plan Comm	23/1/18
9	Uppingham - A Brief History	This needs to be reviewed and the question asked if it is needed in the refresh		Open	N Plan Comm	23/1/18
10	Protection of the Town's Character and Heritage	Important section which will need to be reviewed and updated		Open	N Plan Comm	23/1/18
11	Protection of the Town's Character and Heritage	Could learn from best practice and other N Plans in developing suitable content and policy		Open	N Plan Comm	23/1/18
12	Development of Community Facilities & Services	Review and update		Open	N Plan Comm	23/1/18
13	Public Information Signage	Review and update		Open	N Plan Comm	23/1/18
14	Technology and Infrastructure	Review and update		Open	N Plan Comm	23/1/18
15	Tourism	Review and update - would be good to get RCC to present a future strategy		Open	N Plan Comm	23/1/18
16	Housing	Review and update and link this section to the Local Plan		Open	N Plan Comm	23/1/18
17	Industry and Employment	Review and update		Open	N Plan Comm	23/1/18
18	Uppingham Gate	Review and update - conscious this site is standing still		Open	N Plan Comm	23/1/18
19	Station Road Industrial Estate	Review and update by understanding LEP Policy in terms of Market Towns		Open	N Plan Comm	23/1/18

Uppingham Neighbourhood Plan Refresh Feedback

Committee and Community Groups Inputs

20	Transport	Review and update - need to gather more evidence and make it more current. Potentially gather evidence and feedback from transport companies		Open	N Plan Comm	23/1/18
21	Retail Development	Review and update - in the process of gathering views and evidence		Open	N Plan Comm	23/1/18
22	Design and Access	Need to add a lot more detail into this section and potentially get a letter from developers who have been through the design review process.	Letter to be issued to Bloor Homes in March 2018	Open	N Plan Comm	23/1/18
23	Environment and Preservation of Important Open Space	Can be guided by groups such as CPRE - areas of potential concern, other environmental issues like plastics.		Open	N Plan Comm	23/1/18
24	Tod's Piece	Review and update - should be an attractive location and further consultation is required.		Open	N Plan Comm	23/1/18
25	A Word About Development Orders	Need to keep this in and the option open to the community		Open	N Plan Comm	23/1/18
26	Community Infrastructure Levy (CIL)	No longer need to identify CIL items - review inclusion for next version of N Plan		Open	N Plan Comm	23/1/18
27	Summary	Need to factor in other key future developments at St. George's Barracks and at Corby		Open	N Plan Comm	23/1/18
28	Other Comments	Land for future school provision		Open	N Plan Comm	23/1/18
29	Other Comments	Community woods as a concept and idea		Open	N Plan Comm	23/1/18
30	Other Comments	Energy for and from solar farms		Open	N Plan Comm	23/1/18

The Town Council decided to broadly follow the same methodology that had produced the existing Neighbourhood Plan which was to create a working group comprising of a mixture of Town Councillors and members of the community. This working group would meet regularly and report back to the Town Council during the process of refreshing the Neighbourhood Plan. The widest possible representation of the community was sought and whilst this has been primarily co-ordinated via this working group, there have been other important community vehicles such as The Vanguard Board and The Neighbourhood Forum that have further widened this outreach. Details of

the memberships and attendances at the various meetings of these groups can be found at the dedicated Uppingham Neighbourhood Plan Website www.uppingham-neighbourhood-plan.com which gives an idea of the broad spectrum of the community involved in the consultation. Similarly details are given of those developers/land-owners who have been involved in the consultation process.

The main working group has been variously known as The Neighbourhood Plan Committee (NPC) and subsequently from December 2018 the Neighbourhood Plan Advisory Group (NPAG) and during the process there have been a total of five Chairpersons, of whom one was a County Councillor, two have been Town Councillors and two have been non-councillors. The group has met a total of 40 times during the refresh process. Uppingham Town Council and the Neighbourhood Plan Advisory Group have been committed in undertaking consistent, transparent, effective and inclusive periods of community consultation throughout the development of the refreshed Uppingham Neighbourhood Development Plan referred to hereafter as the Uppingham Neighbourhood Plan (UNP). The Neighbourhood Plan Regulations require that, when an NP is submitted for examination, a statement should also be submitted setting out details of those consulted, how they were consulted, the main issues and concerns raised and how these have been considered and, where relevant, addressed in the proposed plan.

People from our community have contributed to producing the plan. Everyone who offered their opinions, ideas, arguments or hands-on help contributed to the final Plan. At the time of writing the UNP, the NPAG consisted of people who have volunteered to work together to complete the process. They met regularly to report on progress and to review comments and ideas, as well as look at new ways to engage with the wider community. The group reported back to Uppingham Town Council which approved the Submission Documents.

They were supported in this process by additional community involvement through the Vanguard Board and the Neighbourhood Forum. The Vanguard Board was created at the suggestion of a No 10 government advisor. Its purpose is to share information with, and encourage collective debate between, organisations involved in the operation and development of Uppingham as an exemplar Market Town. The Neighbourhood Forum is a voluntary meeting open to all members of the public at which matters of interest are disseminated and debated. The Neighbourhood Forum is a member of the National Council for Voluntary Organisations (NCVO). Administration for both The Vanguard Board and The Neighbourhood Forum are provided by Uppingham First which is a Limited Company Community Partnership and a member of Locality.

The benefits of involving a wide range of people within the process, included:

- More focus on priorities identified by our community;
- Influencing the provision and sustainability of local services and facilities;
- Enhanced sense of community empowerment;
- An improved local understanding of the planning process; and
- Increased support for our Neighbourhood Plan through the sense of community ownership.

The Neighbourhood Plan process had clear stages in which the Town Council and NPAG have directly consulted the community and external consultees on aspects of the emerging refreshed UNP, including events, surveys and presentations. Section 15(2) of part 5 of the Neighbourhood Planning Regulations (as amended) 2012 sets out that, a Consultation Statement should be a document containing the following:

- Details of the persons and bodies who were consulted about the proposed Neighbourhood Development Plan;
- Explanation of how they were consulted;

- Summary of the main issues and concerns raised by the persons consulted; and
- Description of how these issues and concerns have been considered and, where relevant, addressed.

The refreshed UNP also received targeted support from officers at Rutland County Council (RCC) at various stages in the Plan process, and was also advised by an independent planning consultant and supported by the local councillors for the Plan Area. This advice and support has helped to guide and direct the UNP process.

Our consultation story is shown here “warts and all”. The process to refresh our Neighbourhood Plan has been very long (we formally started this journey in August 2016) and there have been a number of key external influences that have proven to be challenging. These include the on-going saga of the Rutland County Council Local Plan that was a key factor in us deciding to refresh the UNP. This Local Plan was initially consulted on at the end of 2015 and was eventually sent for Independent Examination in February 2020 before being withdrawn in September 2021. The Local Plan became mired in controversy around a possible plan to redevelop a local army base (which in part was why it took so long to come to fruition). This caused the allocated and indicative housing numbers for Uppingham to fluctuate from time to time between the ranges of 184 to 365. Additionally, we have seen Rutland County Council initially managing to maintain a five year housing supply, then a period when they published the information that they did not have such a supply and now, more recently, are once again reporting a supply close to six years. Added to all of this uncertainty was the impact of the Covid Pandemic which has meant that the process of Neighbourhood Planning has been challenging to deliver our own meaningful plan.

Fortunately we have a great asset in Uppingham of a very keen community spirit and desire for involvement. From time to time this has actually led to some creative tensions between the Town Council and the wider community over the technicalities of the Neighbourhood Plan process. This is entirely understandable given the history of the existing Neighbourhood Plan which was a “Front Runner” meaning that the legislation was still developing during the writing of the existing plan. The community were very heavily invested in the existing Neighbourhood Plan and had a collective “ownership” of the plan, especially after it had to be (successfully) defended in the Supreme Court. Since the legislation around Neighbourhood Plans has developed, there are more formal processes that need to be followed and it is fair to say that these can sometimes be perceived as getting in the way of community involvement. A proper analysis of the evidence (such as meeting minutes) shows that actually most of the tensions have not been around community involvement but really about governance of the process. We contend that this is actually a good news story because it shows just how passionately the community of Uppingham want to engage with the refresh of their Neighbourhood Plan and how involved they have been.

Our Consultation Statement outlines the stages which have led to the production of the refreshed UNP in terms of consultation with residents, businesses in the town, stakeholders and statutory consultees. In addition, it provides a summary and in some cases, detailed descriptions of the consultation events and other ways in which residents and stakeholders were able to influence the content of the Plan. The appendices detail the procedures and events that were undertaken and how the outcomes have been addressed in the content of the UNP. The consultation stages in this statement are summarised in the timetable below.

Timetable

11 th January 2016	Uppingham Neighbourhood Plan 2013-2026 “made” by Rutland County Council.
3 rd August 2016	Decision resolved by Uppingham Town Council to accept the recommendation of The Neighbourhood Plan Committee to “refresh” the Neighbourhood Plan. Town Council Standing Orders were amended to widen community groups participating in the Neighbourhood Plan Committee.
11 th October 2016	Work on the “refreshing” of the Neighbourhood Plan begins with The Neighbourhood Plan Committee establishing target dates for key deliverables and receiving details of community group’s nominees for representation on the committee.
31 st January 2017	Neighbourhood Plan Committee discusses response levels from the community for involvement with this committee and asks the Town Clerk to send chase up invitations and seek definitive answers as to whether or not groups wish to be involved.
21 st March 2017.	Neighbourhood Plan Committee receives a report from the Town Clerk on responses to his correspondence to community groups for involvement with the committee. Discussion around potential grant funding for the process of refreshing the Neighbourhood Plan takes place with authority given to Town Clerk to submit a bid to Locality for such a grant.
30 th March 2017	Neighbourhood Forum meeting reminded that work was about to start on refreshing the UNP.
8 th June 2017	Inaugural meeting of Vanguard Board. This was the first meeting bringing developers and some of the community organisations together to discuss various matters including refreshing the UNP.
10 th July 2017	Concerns were expressed by the Neighbourhood Plan Committee that there was a potential for conflict with the Local Plan being updated by Rutland County Council. In particular there was a worry that RCC were using “strategic policies” in their plan in an attempt to limit the impact of the UNP. It was agreed to ask the Town Clerk to write to RCC seeking clarification of the changes to supporting strategic policy documents.
16 th August 2017	Uppingham Town Council considered the potential impact of RCC’s Local Plan proposals upon both the existing UNP and the refreshed version. It was resolved to set up a working group to help support the Neighbourhood Plan Committee by providing a review and feedback on the RCC Local Plan Consultation with the aim of ensuring priority was given to issues impacting Uppingham. The Town Clerk was instructed to write to DCLG seeking clarity on the depth and detail of reports communities need when providing feedback for Local Plans or in researching Neighbourhood Plans.
24 th August 2017	A key meeting of the Neighbourhood Plan Committee was held to discuss the directions given by Uppingham Town Council at its meeting of 16 th August 2017. This resulted in the agreement that the Town Clerk be empowered to spend up to the approved budget of £5,000 to commission reports to support the response to the Local Plan and refresh of the UNP.

23 rd January 2018	A review of progress to date was undertaken at the Neighbourhood Plan Committee. It was documented that any challenges to the RCC Local Plan and any proposals for the refreshed UNP must be backed by expert evidence as well as by public support. To this end, Uppingham Town Council, using both grant funds and council funds were currently beginning the process of engaging expert consultants to gain such data. A list of participating community groups was also given and the Chair also asked attendees if they knew of any groups that would like to be represented on the Neighbourhood Plan Committee, they should contact the Clerk so that they could be invited. It was also proposed at this time that the working methodology should be for small break-out groups to look at individual topics before reporting back to the wider group.
28 th March 2018	A number of community groups wrote in with concerns about the proposals for small break-out groups. There was also some disquiet that the Neighbourhood Plan Committee was not able to choose its own Chair and Vice Chair. The concern was that the community voice might be lessened in the Neighbourhood Planning process with too much weight being given to the Town Council. This was in part addressed by the agreement that the committee had expressed a preference to work as a larger group whilst acknowledging that if circumstances require, there may be a need to work in smaller groups. Additionally there was a need to help train and increase knowledge of participants to help improve individual contributions from a broad number of community groups.
17 th May 2018	Neighbourhood Forum advised that a consultant's report on the proposed new development sites for the updated UNP was currently under preparation.
27 th June 2018	An initial scoping report was received from the Planning Consultant that identified eight specific further areas for data gathering. It was recommended to Uppingham Town Council that appropriate funding for this be investigated by the Town Clerk.
24 th July 2018	Developer representatives on the Vanguard Board provided a brief update on the status of their sites and their forward plans.
20 th September 2018	Agreement given by the Neighbourhood Plan Committee to engage the Planning Consultant to undertake the data gathering previously recommended. (This was ratified by the Town Council on 3 rd October 2018). It was further agreed that the Town Clerk should investigate costs and availability of suitable professionals to undertake the actual writing of the refreshed Neighbourhood Plan (with suitable inputs from the Neighbourhood Plan Committee and Uppingham Town Council).
3 rd October 2018	Uppingham Town Council made changes to the governance of the Neighbourhood Plan Committee. Henceforth it would no longer be a committee of the Town Council but instead become The Neighbourhood Planning Advisory Committee (now referred to as NPAG). It was further resolved that with effect from the Annual Council Meeting in 2019 the position of Chair and Deputy Chair should not be held at the same time by directors/members of the same or associated community organisations or the governing body.

20 th November 2018	Vanguard Board expresses concerns over the continuing impasse and disagreements over the leadership of the UNP Working Group.
18 th December 2018	The first meeting of NPAG was held at which the initial six reports from the Planning Consultant were discussed in detail. These included Census Data/Population; Local Housing Needs Study; Local Business Aspirations; Roads and Transport; Town Centre Planning History and Proposed Monitoring System; Suggested Timeline for Review and Consultancy Support. The Planning Consultant was in attendance to assist with the debate. A substantive motion was passed by the NPAG around the need to ensure the involvement of the local community in the deliberations for a refreshed plan through the holding of a Community Launch Event.
9 th January 2019	Uppingham Town Council resolved to support the Community Launch event and to make suitable funds available for it. Any questions raised at the event are to be brought back to the Council for appropriate consideration.
31 st January 2019	Neighbourhood Forum Meeting was advised that despite problems with the leadership and governance of the next Neighbourhood Plan, a community led workshop, to which all will be invited, was being planned for late March 2019.
8 th May 2019	An extraordinary meeting of the NPAG was called by members of the community who felt that there had been no action or progress on the Plan for some months and they were concerned that the Town Council had not delivered the agreed Community Engagement Event. It was felt that stronger leadership of the plan process for the future was required.
15 th May 2019	Non-councillor Jane Lang was elected as Chair of NPAG at the Annual Town Council Meeting.
27 th June 2019.	The Vanguard Board was joined by Jane Lang, the new Chair of the UTC Neighbourhood Plan Advisory Group. Jane acknowledged concerns over the lack of progress in updating the plan and briefly outlined her thinking on the way forward.
18 th July 2019	Terms of Reference for NPAG were updated (subsequently confirmed by Uppingham Town Council at their meeting of 6 th August 2019)
15 th August 2019	This was a key meeting in the refreshing of the Neighbourhood Plan process. The new Chair of NPAG managed to get agreement to the formation of four working parties covering housing, local economy, transport and community facilities. Each group was to meet to decide its lead contact person and to develop a report on its topic for September's NPAG meeting as to (i) the current position, (ii) where Uppingham should be aiming to get to, (iii) how to achieve that, (iv) what the threats and opportunities are, (v) what evidence will need to be obtained and (vi) what funding its activities will need. It was agreed that being ready to launch a public consultation in January 2020 was likely to be the most realistic target. The Town Clerk was to (i) research possible writers for the plan who might offer professional support, (ii) prepare a grant application to Locality to fund this and (iii) clarify with Rutland County Council the housing target in light of the then

current position with the proposed development at St Georges barracks. It was also agreed that the Chair, along with the Chair of the Neighbourhood Forum would take steps to ensure that all other relevant Uppingham groups know that they are invited to become members of NPAG if they wish.

- 29th August 2019 A brief update on progress with refreshing the UNP was given to the Neighbourhood Forum. The appointment of local businesswoman Jane Lang as Chair of the Uppingham Neighbourhood Plan Advisory Group was reported.
- 19th September 2019 Initial reports were received from the working groups referred to above and considered by NPAG.
- 17th October 2019 Agreement at the NPAG meeting to hold an event at the Town Hall for the public to be able to meet those developers who had expressed an interest in putting forward sites for the refreshed UNP.
- 7th December 2019 Developers Morning event open to the general public was held at Uppingham Town Hall, following suitable advertising. This event was attended by around 100 members of the public of whom 35 provided written feedback on the questionnaire form.
- 30th January 2020 The Neighbourhood Forum meeting was given a brief update on the refreshing of the UNP. Developers had come forward with a range of interesting proposals which included more bungalows, a possible second supermarket, a new care home and a boutique cinema. Community responses to the various developer proposals were circulated for information.
- 6th February 2020 At the NPAG meeting updates were received from working parties and consideration given to the update on the Local Plan. Note, because of illness of the Town Clerk the minutes were taken by the Chair. Unfortunately she subsequently also became ill and wasn't able to provide a written copy of the minutes of this meeting.
- 5th March 2020 Update given on progress with refreshed UNP at the Vanguard Board Meeting. Discussion around Uppingham Homes CLT and the desire for developers to work collaboratively to help provide truly affordable homes in Uppingham.
- 18th June 2020 Between the February meeting of NPAG and this meeting the Covid-19 outbreak started with the resulting national lockdown. This meeting of NPAG was therefore held by Zoom. The work of the subgroups was continuing and a new nomination for a Chair of NPAG was agreed to be put forward to the Town Council. This was another non-councillor Chris Merricks.
- 16th July 2020 This NPAG meeting was also held on Zoom because of the on-going Covid-19 Pandemic. The Chair asked if there were any other Groups that the meeting was aware of who were not represented on the NPAG. Agreed to follow a "project plan" methodology with a formal timeline in order to deliver the refreshed UNP.

13 th August 2020	Discussion of Government Planning reforms White Paper at the Vanguard Board. Chris Merricks was introduced as new Chair of NPAG.
15 th September 2020.	At the Neighbourhood Forum the recently elected Chair of the Uppingham Neighbourhood Plan advisory Group (NPAG) Chris Merricks brought residents up to date with the progress being made with updating the Neighbourhood Plan. It was hoped to have a draft text ready early in 2021. A new call for sites was likely to be issued by the Town Council in October.
24 th September 2020	Again this meeting of NPAG was held on Zoom as Covid-19 continued throughout the country. Discussions started on allocating a suitable footprint for any future potential A6003 by-pass in the refreshed UNP. Confirmation was received that the initial stage of the grant application had been received and acknowledged by Locality. The timeline was discussed.
22 nd October 2020	Once again this meeting of NPAG was held on Zoom. Confirmation had been received that a £10,000 grant had been awarded from Locality to assist with the refreshing of the UNP.
28 th October 2020	Following advice received from Rutland County Council, Uppingham Town Council issues a formal Call for Sites in relation to the refreshed UNP.
12 th November 2020	Following authorisation by Uppingham Town Council at their November Council Meeting Clive Keble of Design Midlands was formally engaged as the Independent Planning Consultant to assist in completing the refreshing of the UNP. Mr Keble briefed they NPAG at a Zoom meeting.
17 th December 2020	NPAG meeting held on Zoom. Mr Keble went through his initial detailed inputs on 8 specific areas being (i) an Overview, (ii) Principles underlying the review of the UNP, (iii) Policies, (iv) Evidence Base, (v) Planning Records and effectiveness of the current NP Policies, (vi) Housing Site assessment criteria, (vii) Traffic context, (viii) Proposed approach to external consultation.
31 st December 2020	Call for Sites officially closes.
21 st January 2021	At the NPAG meeting held by Zoom the approach to be taken to analysing and sifting those sites put forward was discussed and a recommendation passed forward to Uppingham Town Council. This was subsequently agreed by the Town Council at their February 2021 Meeting.
18 th February 2021	At the NPAG meeting held by Zoom agreement was reached to recommend to Uppingham Town Council a formal scoring system based on the Locality Neighbourhood Planning Toolkit for the potential development sites. This was subsequently agreed by the Town Council at their March 2021 Meeting.
25 th February 2021	Vanguard Board Meeting held on Zoom. Initial report in general terms about the report commissioned by UTC on a possible by-pass and the routes to be considered. Detailed discussion around the Site Assessment model being proposed for the refreshed UNP. Details given of the booklet to be sent to every home/business in Uppingham and the input requested from the developers.

11 th March 2021	At the NPAG meeting held by Zoom updates were given relating to the production of a booklet to go to every household in Uppingham asking for feedback on the potential development sites as well as on the possible by-pass routes.
22 nd March 2021	Rutland County Council votes against accepting a £29.4m grant from the Housing Infrastructure Fund (HIF) to create a Garden Village at St Georges Barracks.
24 th March 2021	Press release by Uppingham Town Council to advertise the booklet that is being delivered to every household and business in Uppingham containing details of consultation on potential development sites and also seeking views on a potential by-pass. The consultation period will last until 14 th May 2021.
20 th April 2021	At the NPAG meeting held by Zoom, the implications of the (then) recent decision by Rutland County Council not to proceed with the HIF grant were discussed. It was decided to recommend to Uppingham Town Council that an extra month be taken to complete the site evaluations so as to see if the situation at RCC became any clearer. Following correspondence from Rutland County Council it was agreed that the technical assessment elements of the site evaluations should be completed before factoring in public feedback.
29 th July 2021	This NPAG meeting was held face to face and received an update on the stalled position at Rutland County Council concerning whether or not they would be pushing ahead with the proposed development of a Garden Village at St Georges Barracks. This decision would have implications for both the Local Plan and the refreshed UNP.
26 th August 2021	The Neighbourhood Forum meeting was reminded that the Uppingham Neighbourhood Plan was in the process of being updated with Neighbourhood Forum representatives actively involved. The meeting was updated on the progress made so far.
1 st September 2021	Rutland County Council decides to withdraw its Local Plan from the Inspection Process and commence a new draft plan from first principles.
9 th September 2021	This was a critical meeting of NPAG (face to face meetings now having been resumed). The main issue was the implications of the decision taken by Rutland County Council to withdraw its Local Plan from the Inspection process. It was unanimously resolved to recommend to the Town Council that, despite RCC's decision, the Group should proceed at the best possible pace towards completion of the revised Uppingham Neighbourhood Plan. It was further resolved to ask RCC's Planning Policy Manager to address the group in the near future, to aid mutual clarity and understanding on the way forward in these new circumstances.
9 th December 2021	This NPAG meeting was actually held by Zoom. A comprehensive discussion was undertaken around the site allocations policy and methodology to be adopted for the refreshed UNP. This would include technical elements, plus an allowance for the views of the public as expressed in the Developers Day

	held in December 2019 and the responses to the Booklet issued in March 2021.
13 th January 2022	<p>This was a key meeting of NPAG that was held both face to face and with a Zoom link for those not able to attend in person. Roger Ranson the Planning Policy manager at Rutland County Council made a presentation on the subject of the implications for the refreshed UNP following the withdrawal of the Local plan. The key points were</p> <ul style="list-style-type: none"> • The Uppingham indicative housing figure was now 330 dwellings for the period 2021 – 2041. Discretion for the UNP to set a buffer of at least 10%. • The fact that RCC cannot demonstrate a 5-year supply of housing land. • The (long) timescales proposed for the new Local Plan. • Mr Ranson expressed a view that the six large sites identified in our allocations strategy and methodology (Goldcrest, Beeches, Land in front of Cricket Club, Ayston Road, North of Leicester Road and Uppingham Gate) needed no further separate consultation ahead of that which would come in the Regulation 14 consultation on the draft plan.
20 th January 2022	At the Neighbourhood Forum it was reported that the majority of Neighbourhood Plan Advisory Group (NPAG) working groups had now forwarded the results of their research to the consultant who was to undertake the first draft of the updated plan for the community to consider. It was hoped that this draft may be ready by April.
17 th February 2022	Vanguard Board held a discussion of potential by-pass routes. Update on progress with refreshed UNP and detailed discussions around emerging policies and relevance for individual sites.
24 th March 2022	Work continued at NPAG on reviewing the draft policies for the refreshed UNP.
29 th March 2022	Work continued at NPAG on reviewing the draft policies for the refreshed UNP.
28 th April 2022	Work continued at NPAG on reviewing the draft policies for the refreshed UNP in conjunction with input (via Zoom) from our Independent planning Consultant.
26 th May 2022	NPAG considered a draft Regulation 14 version of the refreshed Neighbourhood Plan.
31 st May 2022	At the Neighbourhood Forum progress on each of the housing and employment sites proposed for inclusion in the updated Neighbourhood Plan was reported to the meeting. A question was raised from the floor concerning a possible offer of allotment land by the Town Council for affordable housing but this was answered by the Mayor Cllr Clarke who said that this had not yet been agreed by the Council and was only one of a number of ways in which the Town Council might support the building of more affordable homes in the town.
14 th June 2022	Discussion on the draft Regulation 14 Document for the refreshed UNP took place at the Vanguard Board.
14 th June 2022	Work continued at NPAG on the draft Regulation 14 Plan following feedback from Uppingham Town Council and the Vanguard Board.
28 th June 2022	Extraordinary meeting of Uppingham Town Council to scrutinise the draft Regulation 14 document page by page and to suggest amendments where required/desired.
25 th July 2022	A further Extraordinary meeting of Uppingham Town Council continued its page by page scrutiny of the draft Regulation 14 document. The meeting resolved that Uppingham Town Council supported the principles and

	strategic direction of the Neighbourhood Plan draft but had two additional strategic matters still to resolve before final sign off could be given. These were signing off on the Maps in the document and agreeing the Tourism Policy. The meeting also authorised the Town Clerk to engage AECOM to undertake a Strategic Environmental Assessment with the technical assistance available from Locality.
24 th August 2022	A key meeting of NPAG considered the draft Regulation 14 document that had been evolving through meetings of this group and then presented to Town Council for a scrutiny process, where changes had been suggested and were being implemented. Critically, our consultant Clive Keble had been engaging with Rutland County Council, who had also seen this draft and were happy with the text following suggestions. The Town Council have decided that every household in Uppingham will receive a paper copy of this document and will be able to comment on it.
8 th November 2022	NPAG met to finalise the draft Regulation 14 document for formal submission to the Town Council.
7 th December 2022	Uppingham Town Council formally signed off the Regulation 14 document of the refreshed UNP and authorised the consultation period to be between 3 rd January 2023 until 17 th February 2023. Two Council organised “drop-in” sessions would be available to the public where Councillors would answer any questions of fact that were raised. A printed copy of the Regulation 14 document would be delivered to every household and business within Uppingham.
19 th January 2023	At the Neighbourhood Forum very detailed discussion of all the potential development sites given in the Regulation 14 Consultation Document took place. Using a screen based map of the development areas proposed in the town, Neighbourhood Plan Champion and Neighbourhood Plan Advisory Group (NPAG) Lead Councillor Ron Simpson BEM led the meeting through an analysis of the key policies and aspirations of the Regulation 14 edition of the updated Uppingham Neighbourhood Plan.
26 th January 2023	Update given by Leader of Rutland County Council on the Local Plan to the Vanguard Board. Detailed discussion took place on the Regulation 14 version of the refreshed UNP that was currently out for consultation.
17 th February 2023	The Regulation 14 consultation finished and 151 responses were received from the public.
21 st March 2023	NPAG working party held to discuss and consider feedback from External Consultees and the general public.
27 th April 2023	Second NPAG working party held to discuss and consider feedback from External Consultees and general public. Decision taken to split Consultation statement into two volumes. Volume One will be from Inception to Regulation 14 and Volume Two will deal solely with the Regulation 14 process, the feedback received and how this was dealt with in the submission version (Regulation 16).

Appendices and supporting documentation

Meetings held with community involvement in the Neighbourhood Plan process.

The following meetings were held by participating groups in the Neighbourhood Plan refresh process with a key objective of ensuring maximum community involvement:-

Appendix 1: Neighbourhood Planning Committee

Date	Corporate structure	Chairperson	Associated papers and key decisions
5 th January 2016	NPC	Cllr Edward Baines	RCC Local plan response
11 th April 2016	NPC	Cllr Edward Baines	UTC & BZ Plan to be considered in UNP
25 th July 2016	NPC	Cllr David Ainslie	Decision to include an objective NP009 to deliver an Updated Neighbourhood Plan.
11 th October 2016	NPC	Cllr David Ainslie	National NP Consultation document and report on Community Involvement in UNP
31 st January 2017	NPC	Cllr David Ainslie	Further update on level of community involvement. Response to RCC on Neighbourhood Planning Questionnaire.
21 st March 2017	NPC	Cllr David Ainslie	Discussion over potential grants for refreshing the Neighbourhood Plan.
10 th July 2017	NPC	Cllr David Casewell	LP Review minutes
24 th August 2017	NPC	Cllr David Casewell	LP response from UTC
23 rd January 2018	NPC	Cllr David Casewell	Review of progress to date. UTC & BZ Plan letter and progress on quotes for Consultant.
28 th March 2018	NPC	Cllr David Casewell	Correspondence from LF&S RA, BRA and Neighbourhood Forum.
27 th June 2018	NPC	Cllr David Casewell	OPUN East Midlands report
20 th September 2018	NPC	Cllr David Casewell	RCC LP additional comments

Neighbourhood Plan Advisory Group

18 th December 2018	NPAG	Cllr David Casewell	6 reports from OPUN
8 th May 2019	NPAG	Cllr David Casewell	Concerns raised by the Community over the slow rate of progress with the Plan.
18 th July 2019	NPAG	Jane Lang	Terms of Reference updated.

15 th August 2019	NPAG	Jane Lang	Creation of working groups for Housing, Economy, Transport and Community Facilities.
19 th September 2019	NPAG	Jane Lang	Update from working groups.
17 th October 2019	NPAG	Jane Lang	Vision for Uppingham Developers morning correspondence
6 th February 2020	NPAG	Jane Lang (MINUTES MISSING)	Agenda shows update from working groups and update on Local Plan.
18 th June 2020	NPAG	Jane Lang	Concerns raised about slow progress. Change of Chair proposed.
16 th July 2020	NPAG	Chris Merricks	Agreed to follow a “project plan” methodology with a formal timeline.
24 th September 2020	NPAG	Chris Merricks	Timeline discussed as was footprint for future A6003 by-pass.
22 nd October 2020	NPAG	Chris Merricks	Confirmation of £10,000 grant from Locality.
12 th November 2020	NPAG	Chris Merricks	Briefing from Clive Keble, Independent Planning Consultant.
17 th December 2020	NPAG	Chris Merricks	8 papers from Clive Keble
21 st January 2021	NPAG	Chris Merricks	Housing Strategy paper
18 th February 2021	NPAG	Chris Merricks	Design guidelines and scoring models
11 th March 2021	NPAG	Chris Merricks	Bypass options and Sites Booklet
20 th April 2021	NPAG	Chris Merricks	Implications of RCC not accepting Infrastructure Grant for St Georges Barracks discussed.
29 th July 2021	NPAG	Chris Merricks	Discussion around RCC currently “stalled” position regarding St Georges Barracks.
9 th September 2021	NPAG	Chris Merricks	Decision to press ahead despite withdrawal of Local Plan
9 th December 2021	NPAG	Chris Merricks	Site Allocations Paper considered
13 th January 2022	NPAG	Chris Merricks	Presentation by RCC Planning Policy Manager following withdrawal of the Local Plan.
24 th March 2022	NPAG	Chris Merricks (this meeting Chaired by Cllr Dave Ainslie)	To continue review of draft policies
29 th March 2022	NPAG	Chris Merricks	To continue review of draft policies
28 th April 2022	NPAG	Chris Merricks	To continue review of draft policies assisted by Independent Planning Consultant (via Zoom).
26 th May 2022	NPAG	Chris Merricks	Consideration of a draft Regulation 14 version on the refreshed UNP.

14 th June 2022	NPAG	Chris Merricks	Work continued on the draft Regulation 14 version of the UNP.
24 th August 2022	NPAG	Chris Merricks (this meeting Chaired by Cllr Ron Simpson)	To consider draft regulation 14 and Housing Site Selection Report
8 th November 2022	NPAG	Chris Merricks (this meeting Chaired by Cllr Ron Simpson)	To consider updated maps and environmental policy

Appendix 2: Neighbourhood Forum

List of Neighbourhood Forum Meetings held in the relevant period.

Date	Key items discussed relating to Neighbourhood Plan
30 th August 2016	Discussion of two specific sites within the existing UNP.
30 th March 2017	Meeting was reminded that work was about to begin on refreshing the existing UNP.
17 th May 2018	Discussion about a site within the existing UNP. Meeting also advised
31 st January 2019	Meeting was advised that despite problems with the leadership and governance of the next Neighbourhood Plan, a community led workshop, to which all will be invited, was being planned for late March 2019.
29 th August 2019	A brief update on progress with refreshing the UNP was given. The appointment of local businesswoman Jane Lang as Chair of the Uppingham Neighbourhood Plan Advisory Group was reported.
30 th January 2020	The meeting was given a brief update on the refreshing of the UNP. Developers had come forward with a range of interesting proposals which included more bungalows, a possible second supermarket, a new care home and a boutique cinema. Community responses to the various developer proposals were circulated for information.
4 th June 2020	Nothing specific to the UNP was discussed at this meeting.
15 th September 2020	As recently elected Chair of the Uppingham Neighbourhood Plan advisory Group (NPAG) Chris Merricks brought residents up to date with the progress being made with updating the Neighbourhood Plan. It was hoped to have a draft text ready early in 2021. A new call for sites was likely to be issued by the Town Council in October.
26 th August 2021	The meeting was reminded that the Uppingham Neighbourhood Plan was in the process of being updated with Neighbourhood Forum representatives actively involved. The meeting was updated on the progress made so far.
20 th January 2022	It was reported that the majority of Neighbourhood Plan Advisory Group (NPAG) working groups had now forwarded the results of their research to the consultant who was to undertake the first draft of the updated plan for the community to consider. It was hoped that this draft may be ready by April.
31 st May 2022	Progress on each of the housing and employment sites proposed for inclusion in the updated Neighbourhood Plan was reported to the meeting. The total number of new homes to be built in the town would represent growth of between 15% and 20% over the 20 year period of the plan. A question was raised from the floor concerning a possible offer of allotment land by the Town Council for affordable housing but this was answered by the Mayor Cllr Clarke who said that this had not yet been

	<p>agreed by the Council and was only one of a number of ways in which the Town Council might support the building of more affordable homes in the town.</p>
<p>19th January 2023</p>	<p>A very detailed discussion of all the potential development sites given in the Regulation 14 Consultation Document took place. Using a 'corrected' screen based map of the development areas proposed in the town, Neighbourhood Plan Champion and Neighbourhood Plan Advisory Group (NPAG) Lead Councillor Ron Simpson BEM led the meeting through an analysis of the key policies and aspirations of the Regulation 14 edition of the updated Uppingham Neighbourhood Plan. He drew the audience's attention to the importance of responding in writing or online via the official questionnaire issued by the town council to every household in the town. Ron stressed that positive responses to the questionnaire were as important as critical ones to ensure proper balance in the final document. The town council consultant who would be analysing the responses could only address responses submitted in this manner.</p> <p>Ron pointed out that, if supported, the development proposed in the plan would be worth circa £1M+ to the Town Council and circa £3M + to the county council in Community Infrastructure Levy (CIL) and other developer contributions. These are intended to help meet infrastructure needs generated by the 20 year plan.</p> <p>In an extended Q & A, issues raised by residents included:-</p> <ul style="list-style-type: none"> a) The implications for the plan of changing national planning policy b) The infrastructure needs, and particularly highways issues, created by the projected increase in traffic passing through the town c) The need to improve highways before, not after, the large number of homes are built d) The need to prioritise public realm, public health, public safety and education when allocating infrastructure funds e) The relationship between the existing Local Plan, the emerging new Local Plan and a 'made' Neighbourhood Plan <p>The session closed with a reminder that UTC was offering two drop in workshops staffed by councillors to answer any further questions from residents. Saturday January 21st 4pm to 7pm and Tuesday January 24th 1pm to 4pm. Both in the Town Hall.</p>

Appendix 3: Vanguard Board

List of Vanguard Board meetings

Date	Meeting Number	Key matters discussed
June 8 th 2017	1	Inaugural Meeting. Discussion around updating the UNP.
24 th July 2018	2	Developer representatives provided a brief update on the status of their sites and their forward plans.
20 th November 2018	3	Update given on progress of refreshing UNP. Concerns raised over the continuing impasse and disagreements over the leadership of the UNP Working Group.
27 th June 2019	4	The meeting was joined by Jane Lang, the new Chair of the UTC Neighbourhood Plan Advisory Group. Jane acknowledged concerns over the lack of progress in updating the plan and briefly outlined her thinking on the way forward. She was optimistic that progress could now be made.
5 th March 2020	5	Update given on progress with refreshed UNP. Discussion around Uppingham Homes CLT and the desire for developers to work collaboratively to help provide truly affordable homes in Uppingham.
13 th August 2020	6	Discussion of Government Planning reforms White Paper. Chris Merricks was introduced as new Chair of NPAG.
	7	Error in meeting numberings – there was no meeting number 7.
25 th February 2021	8	Meeting held on Zoom. Initial report in general terms about the report commissioned by UTC on a possible by-pass and the routes to be considered. Detailed discussion around the Site Assessment model being proposed for the refreshed UNP. Details given of the booklet to be sent to every home/business in Uppingham and the input requested from the developers.
17 th February 2022	9	Discussion of potential by-pass routes. Update on progress with refreshed UNP and detailed discussions around emerging policies and relevance for individual sites.
14 th June 2022	10	Discussion on the draft Regulation 14 Document for the refreshed UNP.
26 th January 2023	11	Update given by Leader of Rutland County Council on the Local Plan. Detailed discussion took place on the Regulation 14 version of the refreshed UNP that was currently out for consultation.

Appendix 4: Communications.

During the process of refreshing the Uppingham Neighbourhood Plan various communication channels have been employed to both keep the community informed and to seek their feedback. These channels have included the local press, various websites and door to door printed material.

Some examples are now given below:-

Rutland Times Column – 18.8.2016

New Government Appears Determined to Support Parishes

Those of us interested in the fallout from the recent political turmoil at national level have watched carefully the changes of leadership and consequential changes in the direction of national policy. A particular concern has been the previous regimes' all party support for the developing role of parishes and the undoubted success and interest localism legislation has brought to community governance. The encouragement to establish new neighbourhood forums and parish councils has been significant and backed with funding.

It is no surprise, therefore, that what Theresa May's new team thinks of this parish policy direction has been awaited by many communities with more than a little interest. Over 2000 communities up and down the land have invested in the preparation of Neighbourhood Plans or explored the potential social and economic value of community assets. Localism has been one of the most popular and well received government led philosophies. The good news is that the support is not only to continue, but may well be strengthened in a new Planning Bill due next year.

As part of the government's support to date, principal authorities such as Rutland County Council (RCC) have been given extra funding to support local neighbourhoods and parishes in the expansion of this movement. Rutland now has a dedicated Neighbourhood Planning Officer plus a new team leader two days a week from South Kesteven District Council. They are likely to have an interesting but challenging time, for national discussions reveal tension between parish and local planning authorities (LPA) on the future of neighbourhood planning. Some LPAs are trying to limit the scope and scale of community led neighbourhood plans by stating that Neighbourhood Plans must comply with Local Plans or by placing further constraints in an updated Local Plan. RCC appears to be among those LPAs.

At a recent meeting of the county's Parish Forum, RCC agreed to change a presentation slide that clearly stated that "Neighbourhood Plans must comply with the Local Plan". This is a misinterpretation of the statute which clearly states that, "Neighbourhood Plans must be in **general** compliance with the **strategic** policies of the Local Plan". The difference between these two statements is enormous. Only the second one is correct. The words 'general' and 'strategic' are deliberate. They provide room for innovation and local initiative at community level; for example, varying the density of housing development to match the local environment. They are the reason that so much exciting work is being done around the country and the legislation is so popular.

In the next few weeks neighbourhood planning teams and task groups around the UK will be watching Rutland carefully to see if the Development Control Committee of RCC respects and supports the housing design statement in the Uppingham Neighbourhood Plan when it considers the latest application to build new homes on Leicester Road. The much researched and complimented statement sets a minimum size of new home as two bedroomed to allow for future family growth, homeworking and avoidance of the tiny boxes (requiring reduced size furniture and beds), being built in some towns. Moving house repeatedly early in life is now an expensive business. Young couples on their first mortgage should be able to start a family without having to move early in their child's life. Given the price of housing today two people sharing (each with their own bedroom) can afford to buy or rent their first home. Alone, the challenge for many proves insurmountable at Rutland prices. Developer Bloor Homes, has advised the Town Council that they have been obliged to ignore this new standard at the insistence of RCC. Their application is, therefore, not compliant with the approved Neighbourhood Plan. If their application is approved without change, UTC has already made policy that it will consider a legal challenge. A decision to ignore the design statement will have implications around the country. There is also incredulity that RCC, having spent so much public money defending the plan in the courts, would now insist on going against the wishes of the Uppingham community. Looks like being an interesting September.

Ron Simpson 15.8.2016

Rutland Times Column 28.11.2019
An Opportunity to Talk to the Developers

It appears generally accepted that the nation needs more homes and, particularly, more affordable homes. How often, however, have you heard or read in recent times about protests from local communities and neighbourhoods that proposed developments are too big, not in the right place or do not contain the right mix of dwellings to suit that community's future housing needs. This is one of the issues that motivated the nationwide support, now evident, for Neighbourhood Plans (designed by the community for the community).

Against the backcloth of a developing new County Council Local Plan (a statutory requirement) Uppingham is now in the process of updating its current Neighbourhood Plan, a document that was a government front runner and is regularly referenced both locally and from around the UK. It can still be read online at www.uppinghamneighbourhoodplan.info The task group that prepared the plan, together with the town council, received much praise for its collaborative work and community consultation.

Now a new UTC Neighbourhood Plan Advisory Group led by local wool shop owner Jane Lang is hoping to repeat the very successful approach adopted first time round. A special weekend briefing and consultation event has been organised at which residents will be able to meet with local landowners and developer representatives to explore their ideas for the future development of Uppingham.

The initiative is being led by Housing Task Group Chair and Uppingham First Vice Chair Cllr David Ainslie, who has secured acceptances from all the major players to an invitation to participate and display outline plans of what they have to contribute to the town's future. Exhibitors have also been asked to listen carefully to visiting residents own thoughts on what is required to ensure Uppingham remains an outstanding place to live, trade, work and play.

The event is to be held on the morning of Saturday December 7th 2019 between 10am and 12noon upstairs (a lift is available) in the council chamber of Uppingham Town Council and downstairs in its Members Room. It will take the form of a 'drop in' exhibition and information exchange. New sites for housing will feature together with an updated masterplan for Uppingham Gate and the additional employment and services it can bring to the town.

A special feature of the event that should appeal to those local families who are interested in the new homes for younger people (under 35) to rent is the display planned by local community land trust, Uppingham Homes. An important feature of planning approval for such homes is hard evidence of actual local need. Uppingham Homes representatives there will be pleased to register the contact details, and advise on the eligibility, of prospective tenants wishing to participate in a detailed housing needs survey to be carried out in collaboration with the Rutland branch of the countryside charity CPRE.

Stylish, high quality homes of various sizes, bungalows, homes with shared ownership, market led affordable housing and income related affordable housing (where young tenants may receive back a proportion of the rent they have paid as capital towards a home purchase) are all on show for consideration. So too, is an update on the possibility of a cinema, a care home, a second supermarket and business start-up workshops at Uppingham Gate.

This is an event not to be missed! Town Councillors and members of the Neighbourhood Plan Advisory Group will also be present to share information and listen. So why not come into town on Saturday December 7th and enjoy all the high street has to offer, perhaps having coffee or lunch after your visit to the town hall. This is your opportunity to influence the town's future direction of travel.

Ron Simpson 21.11.2019

*UPPINGHAM NEIGHBOURHOOD PLAN ADVISORY GROUP
INVITES YOU TO MAKE YOUR VOICE HEARD*



Whatever sort of home you are looking for we want to hear from you!

Please come along to the Town Hall in Uppingham between 10am and 12 noon on Saturday 7th December 2019 to informally meet and chat with a number of Developers/Agents who are interested in providing a variety of new homes in Uppingham over the coming years.

*This is **your** chance to tell them and us what you would like to see in Uppingham and where.*

There will be exhibitions from the developers and free refreshments from us to encourage an open dialogue in a convivial atmosphere.

So don't be shy; come and share your views.





UPPINGHAM TOWN COUNCIL

Telephone: 01572 822681
Email: townclerk@uppinghamtowncouncil.co.uk
uppinghamtowncouncil.gov.uk
Website: @UppinghamTC
Address: Town Hall, High Street East, Uppingham,
Rutland LE15 9PY

Uppingham Neighbourhood Plan Review Call for Sites

Local developers, land owners, developers, councils and others are being asked to submit details of potential development sites for consideration in the Refreshed Neighbourhood Plan in Uppingham.

The “Call for Sites” is part of a review of the Town Council’s Neighbourhood Plan. The existing Neighbourhood Plan for the period up to 2026 will be reviewed and extended to cover the next 10 year period up to 2036. The review is being undertaken in order to comply with national planning guidance and to meet the future needs for additional new housing, employment and other development over the extended period.

The Town Council is particularly looking to find sites for new housing, affordable housing, employment and retail uses in Uppingham that would be suitable to allocate for development in the refreshed Neighbourhood Plan.

Any sites submitted to the Town Council will be assessed according to their compliance with Local Plan and Neighbourhood Plan policies and their suitability for development.

It should be noted that if a site is put forward to the Town Council, this does not imply that it will automatically be included as an allocation in the Neighbourhood Plan. Only those sites that are needed to meet requirements and which meet the criteria in terms of site size, location and suitability are likely to be allocated in the Neighbourhood Plan.

The sites put forward and allocated will be subject to further consultation through a Draft Neighbourhood Plan which is to be published for consultation later in 2021.

Site details should be submitted to the Town Council by **Thursday 31st December 2020** by way of letter or email.

Deborah Bettles
Town Clerk
28th October 2020

PRESS RELEASE REGARDING NEIGHBOURHOOD PLAN

Over the next few days Uppingham Town Council will be delivering a booklet to every household in Uppingham detailing which Land Owners/Developers have put forward their sites for consideration for possible future development. The Town Council is keen to collect the feedback from the public as part of the process for refreshing the Uppingham Neighbourhood Plan. This feedback from the public will form part of the wider process for considering which sites will be selected in due course. These final sites will then feature in the refreshed Neighbourhood Plan that will be subject to a referendum by the people of Uppingham. Within the same booklet there is also a questionnaire regarding the public's views on whether or not a bypass road would be desirable in order to reduce traffic passing through the centre of town (although the Council are keen to point out that this is very much part of a longer term strategic view).

This initial consultation is open until 5pm on Friday 14th May 2021 and residents can respond either by way of the questionnaires in the booklet or via Survey Monkey www.surveymonkey.co.uk/r/NPAG21 and www.surveymonkey.co.uk/r/bypass21

UPPINGHAM NEIGHBOURHOOD FORUM

The Voice of Civil Society in Uppingham

Newsletter



January 2023

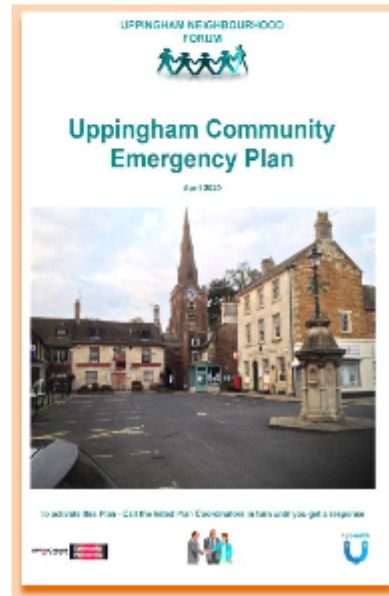
Neighbourhood Forum Public Meeting
Thursday January 19th 2023 at 7.30pm
Garden Terrace – The Falcon Hotel

Updating the Community Emergency Plan

Welcome to the first UNF newsletter of 2023 which is published just ahead of the next public meeting of Uppingham Neighbourhood Forum. A number of interesting discussions are to be held.

Agenda

1. Welcome to all
Janet Thompson BEM Forum Chair 2022/2023
 2. RCC 2023 Budget Consultation
Cllr Lucy Stephenson (Leader) & Cllr Karen Payne (Finance Portfolio Holder) RCC
 3. Crime and Policing Update
Uppingham Beat Team
 4. Uppingham Surgery
John Leslie, Chair of the Uppingham Patient Participation Group
 5. Uppingham Neighbourhood Plan –
Responding to the Reg. 14 Public Consultation
Ron Simpson BEM Neighbourhood Plan Champion
 6. Neighbourhood Watch & Community Group updates
 7. Any other business notified in advance (time permitting)
- All are welcome – meeting to close at 9.30pm



The Forum Executive has begun the process of updating this important document. Members of the public interested in being considered to help with the work are invited to forward their contact details to the Forum Coordinator at Telephone: 01572495050 or E-mail: secretary@uppinghamfirst.co.uk

Uppingham News

The latest news items about developments in Uppingham, and the minutes of UNF meetings and other community documents, can be found online at www.uppinghamfirst.co.uk See also Twitter at [Uppingham](https://twitter.com/Uppingham) and Facebook at [Uppingham Rutland](https://www.facebook.com/UppinghamRutland) Town council matters can be followed at www.uppinghamtowncouncil.co.uk

Running a Business From Home?

If so, you are entitled to attend the Uppingham Business Forum which meets quarterly at 6pm in the evening.

To receive an agenda for, and an invitation to, future meetings and related events e-mail secretary@uppinghamfirst.co.uk

Interested in driving the Uppingham Hopper?
Call 01572 495050

SHOP LOCAL

SHOP IN UPPINGHAM



Uppingham Neighbourhood Plan

[HOME](#) [ABOUT](#) [DOCUMENTS](#) [NEWS](#) [CONTACT US](#)

LOOKING AFTER UPPINGHAM'S COMMUNITY. |



Uppingham Neighbourhood Plan

[HOME](#) [ABOUT](#) [DOCUMENTS](#) [NEWS](#) [CONTACT US](#)



JAN
05
2023

Neighbourhood Plan Consultation Questionnaire Form

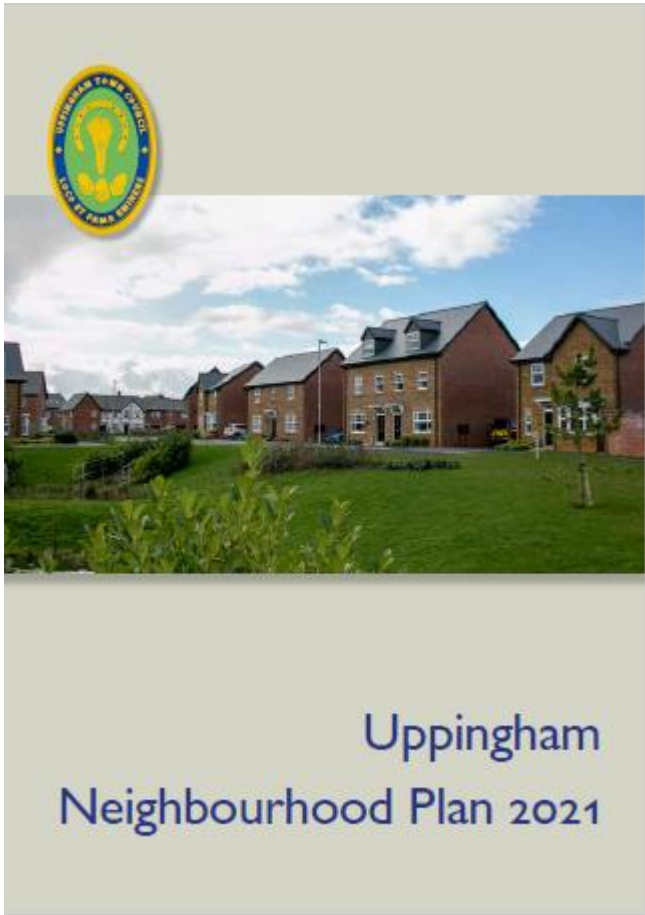
*Please complete the attached questionnaire and return to the Uppingham Town Hall office at the address below:
townclerk@uppinghamtowncouncil.co.uk FAO Town Clerk,
Uppingham Town Hall, 49 High St E, Uppingham, LE15 9PY To return the form..*

RECENT POSTS

Neighbourhood Plan
Consultation Questionnaire
Form

Site Allocations moving forward for refreshed
Neighbourhood Plan

Appendix 5: Booklets that have been delivered to every household and Business in Uppingham



Welcome



Uppingham, like many other towns, has a Neighbourhood Plan which was completed and agreed by residents in 2016. You can read it on the Uppingham Town Council website.

The Plan has helped to guide the Town and County Councils when considering how the town should be developed over the next few years. It now needs refreshing in light of changes both within the town and as a result of government guidance.

Uppingham Town Council created the Neighbourhood Planning Advisory Group (NPAG) to work on this refresh of our plan. NPAG is made up of councillors, local interest groups and individuals from the town and has been working hard towards completion of this work.

We have reached a point

where potential Developers/Land owners have been invited to submit sites for consideration for future housing and commercial activities. As part of this, these individuals have submitted outline thoughts of how these sites could be developed. Uppingham Town Council is now seeking your views on these plans and locations. Every resident has the opportunity to take part in this survey and every dwelling is receiving a copy of this information booklet including the questionnaire which allows you to give us your response to each site.

If you care about how the town is being developed over the next few years its vital you take part in this consultation.

Steve Rozak,
Chairman
Uppingham Town Council

Refreshed version of the Uppingham Neighbourhood Plan

Consultation document
January 3 - February 17 2023



Analysis of various consultation feedback.

Appendix 6: Developers Morning 7th December 2019

Summary

Whilst around 100 people visited the Developer's Morning event held on Saturday 7th December 2019, we only received 35 completed feedback forms. This is an approximate 35% return which is historically quite high for this type of event and gives some statistical validity to the conclusions. Of those declaring their residency 86% were existing residents of Uppingham but this does not necessarily mean that 86% of visitors to the event were also residents (it is reasonable to assume that non-residents may not have felt as empowered to comment on Uppingham matters as do the residents). The event overall was rated on the scale of 1-5 at an average of 4.2 by 94% of those providing feedback and 100% of respondents contributed to scores of 4.2 for both availability of developers and how they were listened to.

Turning to the individual developers proposals, Uppingham Homes CLT has scored the highest at an average score of 4, closely followed by both Langton Homes at 3.8 and Ancer Spa at 3.7 but it must be noted that the percentage of respondents actually giving an active score varied quite strongly across these three developers with Langton Homes attracting active scores from 86% of respondents, Uppingham Homes CLT 83% and Ancer Spa relatively lower at 71%. Both of the proposals from Mr & Mrs Fenelon and Larkfleet Homes attracted almost identical average scores and percentage respondent feedback at 3.2 and 74%.

It is fair to say that this event cannot claim to be the definitive verdict upon the various schemes but there is at least now some empirical data upon which to report to the Neighbourhood Plan Advisory Group.

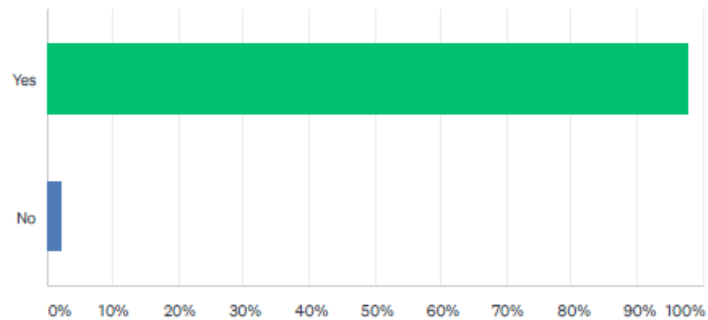
Detailed numerical analysis

Developers Morning feedback forms 7th December 2019											
Respondent number or name	Resident Yes	Resident No	Event overall	Availability of Developers	How views/issues listened to	Uppingham Homes CLT	Anchor Spa		Mr and Mrs		Additional comments
							Uppingham Gate	Langton Homes	Fenelon	Larkfleet Homes	
1	1	0	4	4	4	4	4	4	4	4	
2	1	0	3	2	2	4	4	1	3	2	
3	1	0	5	5	5						
4	1	0	5	4	4	5	4	3	4	1	After fighting tooth and nail against the Larkfleet development, I am unhappy to see it resurrected.
5	1	0	3	4	4	5	2	5	1	4	I do not believe the event was particularly well advertised. It was purely by chance heard about it, especially as we are directly affected by one of the proposals.
6	1	0	2	2	2	1	1	2	2	1	
7	1	0	5	5	4	4		4		4	
8	1	0	3	3	4		4		4		Both resident/business. Very busy when we arrived. Would like more info on things like transport links, how the Caldecott (proposed by pass) would impact on the A47. Whether additional public transport. Availability.
9	0	0	5	5	5	5	5	1	5	4	Put a roundabout on A47 necessary. It is a shame "Bloor" Homes weren't here
10	1	0	4	4	4	3	3	4	1	4	The event was not very well publicised.
11	1	0	2	2	2	2	2	2	3	3	More green homes
12	1	0	5	5	5	5	5	3	5	5	
13	1	0	5	5	5	5	5	5	5	5	Interesting & informative- thank you
14	1	0	5	4	3	4	4	4	4	5	
15	1	0	5	3	4	5	4	4	1	2	
16	1	0	4	4	3	4	4	3	5	3	
17	0	0	5	5	5	5	3	5	1	4	It is important to manage potential expansion so as not to damage the identity of Uppingham.
18	1	0	4	4	4			3			We are concerned about the impact on our extraordinarily bio-diverse area in the Fenelon proposal. This is an important green space close to the town centre and Uppingham School.
19	1	0	5	5	4	4	3	3	2	1	
20	1	0	5	4	4						
21	1	0	5	5	5	5			3		
22	1	0	5	5	5	5	4	5		5	Very interested to speak to Larkfleet regarding their revised proposal. Very well organised + hosted refreshments. Still to see Mr and Mrs Fenelon [proposal]
23	1	0	4	4	4	4	4	3	1	2	No more executive homes - family & starter homes pls
24	0	1	5	4	5	5	5	5	5	2	Too busy to get to Anchor Spa [stand]
25	1	0	5	5	5	5	5	4	1	4	Nothing to see [Mr and Mrs Fenelon proposal] Can Caldecott Road infrastructure really cope with 3 additional areas of development as well as the existing Bloor development? Did not speak to Anchor Spa, Mr and Mrs Fenelon and Larkfleet Homes.
26	1	0	4	4	4	3		3			
27	1	0	4	4	4				5		
28	1	0	5	5	5			5	5	4	
29	1	0	5	5	5	1	5	5	4	4	
30	1	0	5	5	4	5	5	5	5	5	
31	1	0	5	5	4	4	5	4	4	3	We'll done on the organisation!!
32	0	1	5	5	5	4	4	5	4	4	
33	0	1	4	4	5	4	5	4	4	4	We need an Aldi/Lidl.
34	1	0	4	4	4	5	4	4	4	4	Uppingham infrastructure is already unable to serve the present population - more would be impossible.
35	1	0	3	4	4	1	1	1	1	1	
Totals	30	2	33	35	35	29	25	30	26	26	
Percentages	86%	6%	94%	100%	100%	83%	71%	86%	74%	74%	
8% did not identify/residency			4.42	4.2	4.2	4	3.8	3.7	3.2	3.2	
Number of active scores											
% of respondents giving an active score											
Average where actively scored											

Appendix 7: Results of Survey Monkey relating to potential development sites - Booklet April 2021

Q1 Are you currently a resident of Uppingham?

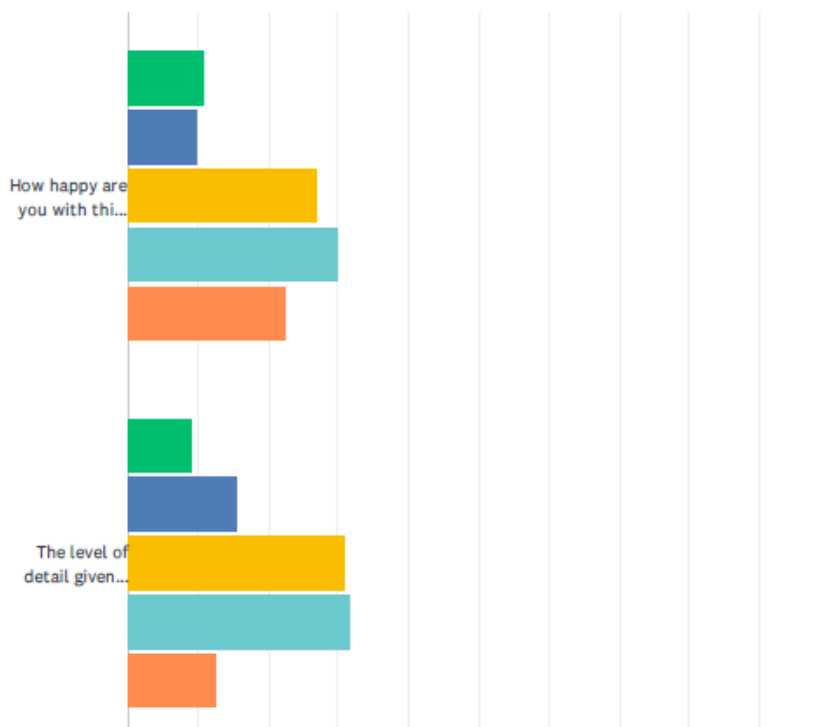
Answered: 175 Skipped: 0

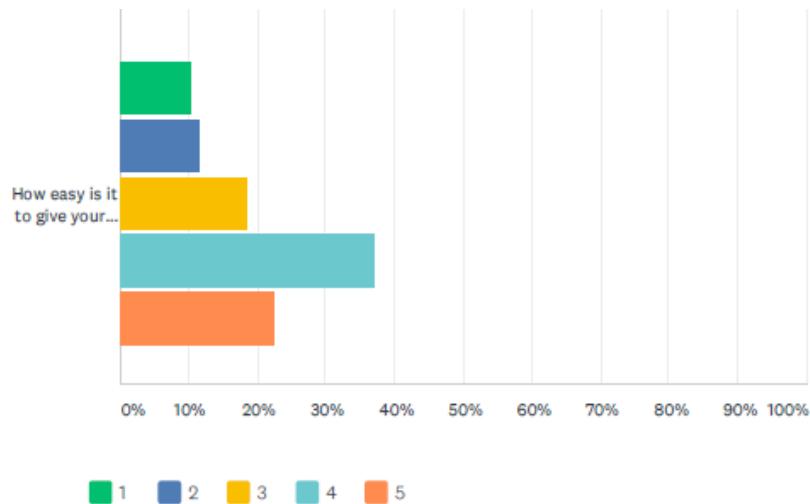


ANSWER CHOICES	RESPONSES	
Yes	97.71%	171
No	2.29%	4
Total Respondents: 175		

Q2 On a scale of 1 to 5 (with 1 being 'not at all' and 5 being 'completely happy'), please rate your views of the outline proposals for future housing in Uppingham, as shown in this booklet for the following:

Answered: 174 Skipped: 1





NPAG Developers Proposal Feedback Form

	1	2	3	4	5	TOTAL
How happy are you with this consultation booklet?	10.92% 19	9.77% 17	27.01% 47	29.89% 52	22.41% 39	174
The level of detail given by the developers on their pages?	9.20% 16	15.52% 27	31.03% 54	31.61% 55	12.64% 22	174
How easy is it to give your views?	10.40% 18	11.56% 20	18.50% 32	36.99% 64	22.54% 39	173

#	IF YOU WOULD LIKE TO GIVE SOME PERSONAL FEEDBACK, PLEASE PROVIDE OPTIONAL CONTACT DETAILS IN THE SPACE BELOW:	DATE
1	Why are out town council not pushing for a forward thinking and socially democratic approach to secure the sustainable development of our town in a post COVID and brexit environment? We do not need more 'executive' four and five bedroom houses, we need you to actually act as custodians of the town and promote a sensible plan that isn't based on greed. As an aside, I totally object to anyone on UTC having any influence over this plan when they have commercial interests that will be enhanced as a by product of the expansion of Uppingham.	5/13/2021 10:16 PM
2	Feedback on the plans or on the survey? email: julietjanereid@gmail.com	5/11/2021 4:32 PM
3	Why some people involved have defaced hard copies is beyond me, disappointing for those investing from outside of Uppingham to see Ron's comments, hardly inclusive of free speech and fairness	5/10/2021 8:51 PM
4	Very upsetting that when I obtained a local copy there was some discouraging connotations on one of the pages by Ron. That does not feel fair to all town residents to have the booklets defaced by personal opinion that one man has. Very disappointing of him and he should lose his vote automatically for such poor behaviour	5/9/2021 5:35 PM

5	The title is incorrect as this is not a neighbourhood plan. The plans are too small to see the detail. There is no date by which it should be returned. It has given rise to confusion within the town as to exactly how many houses will be built. Some people think that all these houses are going to be built.	5/9/2021 12:06 PM
6	Malcolm Touchin, mt007f5207@waitrose.com	5/9/2021 11:55 AM
7	Some resident of Uppingham do not receive it on the outskirts	5/6/2021 8:07 PM
8	It appears to me that there is a strategy with builders trying to infill land for their own financial benefit, rather than satisfy an identified housing need. It should be obvious that there is a need for affordable housing at one end, and suitable accommodation for elderly residents at the other end of the spectrum. Whilst taken in the round, these submissions partially satisfy some of that demand, the individual proposals do not, in my opinion.	4/26/2021 10:57 AM
9	Of the 7 proposed plans, only 4 have more details to view to benefit the public. The other 3 are vague and lack information/ details.	4/25/2021 8:03 PM
10	It is good to have this booklet shared with every household as accessing the details during town hall opening hours is not always possible.	4/22/2021 11:55 AM
11	trickytgc@gmail.com	4/21/2021 6:34 PM
12	adrianandjanicegreen@gmail.com	4/21/2021 2:08 PM
13	The written text and plans are produced by the developer/landowner with a clear bias towards their own scheme. The PC have failed to compare the schemes to consider the pros and cons of each in planning terms as required by the advice as set out in the NPPF. The promotional site assessments are misleading and fail to consider the possible impacts on Uppingham and its immediate area. Based on such a misleading document the residents are unable to make a proper decision meaning that the NP will be based upon a false premise. It needs to be re-written and re-issued.	4/13/2021 6:57 PM
14	Where does it ask if you want development or not please ?	4/11/2021 6:49 PM
15	Holly Reilly 07852480168 Holly.l.potter@googlemail.com	4/10/2021 11:02 PM
16	references very confusing and difficult to decipher	4/10/2021 10:46 AM
17	I have no problem with the building of the new housing planned in Uppingham ...I am just concerned that there is a huge lack of infrastructure , schools, doctors surgeries etc, at the	4/9/2021 7:22 PM

3 / 17

NPAG Developers Proposal Feedback Form

moment in Uppingham. (it has got worse since we moved here nearly 30 years ago) I saw no mention of these to go alongside the building of these new estates.

18	Well laid out and detailed. However, I would have liked to see the overall site map in COLOUR, so that we residents can CLEARLY see how the developments come together. This map was very underwhelming and I believe that was for a reason. It would have taken very little time to highlight these areas.	4/8/2021 2:00 PM
19	I am concerned that; 1 the development proposals put forward are outside the areas covered by the original plan circulated in 2016, 2 the authorities are chasing development to fund a bypass 'holy grail'.	4/8/2021 12:51 PM
20	beverleyhubbard@yahoo.co.uk	4/7/2021 8:40 PM
21	I assume this refers to the presentation of the information in the booklet and not what it actually says!	4/7/2021 10:55 AM
22	The booklet is very useful. Thanks to all those involved in its production and distribution.	4/7/2021 10:55 AM
23	No mention at all about Environmental issue and no mention of sustainability. Also the effect of more badly designed housing not cater for in the report.	4/6/2021 6:39 PM
24	The text in the printed booklet is too small on many of the images.	4/6/2021 4:44 PM
25	Robert Apel, 8 Shepherds Way, Uppingham	4/6/2021 2:25 PM
26	It would be helpful to have the entire booklet available online on the Uppingham County Council website with links to the surveys. I am not resident in Uppingham, but I own property in the town and would like to have my views taken into consideration.	4/6/2021 10:38 AM
27	The booklet is poorly presented and inaccessible for many people. You have not considered those with disabilities (e.g. dyslexia) or poor eye site. using number/ letter combinations to identify the sites and to find this survey is poorly considered. Also, the paper is not easily recyclable nor can it be written on to make notes about the different proposals.	4/6/2021 10:34 AM

28	Maps and text too small	4/5/2021 4:01 PM
29	Text and maps too small. Needed to use magnifying glass.	4/5/2021 3:52 PM
30	UNP21/LS?04 difficult to read detail on plan as too small Not clear where Bradley Orchard is Not understand UNP21/SS/02	4/5/2021 9:59 AM
31	Access to this form is not easy if you not a computer addict.	4/4/2021 2:45 PM
32	Unfortunately this booklet only gives the views of the proposers and these will therefore be bias. It would have been beneficial for some constructive comment to have been given so that a balanced reply could be submitted. Comment could then constructively have been made on each proposal.	4/3/2021 12:44 PM
33	Does Uppingham really need anymore affordable housing? Keeping increasing the size / developing of Uppingham will take away its unique charm. We have something different here why make it like everywhere else?	4/2/2021 7:28 AM
34	Uppingham does need to expend, it desperately needs more affordable housing for people just starting on their property journey. There are many small areas to the north, north east and north west where there is land suitable for building parcels of houses (this land is relatively flat and there would be minimal problems of steep slopes). Vehicular access is simplified as the routes would be starting from scratch. The areas to the south of the Town Centre (Market Place and Church) is much less suitable, The geology is of steep slopes and deep valleys which would cause considerable difficulties in construction of dwellings at a reasonable price and providing suitable vehicular access.	4/1/2021 6:55 PM
35	A link should be provided to this site without having to cut and paste	4/1/2021 2:29 PM
36	The type face was quite small. Would have welcomed more on who the developers are. Would have been useful to link these proposals to plans for the town centre.	4/1/2021 11:31 AM
37	it's good that the residents of Uppingham have the opportunity to read about and comment on these proposals	4/1/2021 11:23 AM
38	belmontafrica@yahoo.com	3/31/2021 2:51 PM
39	It doesn't appear that there is provision to allow thoughts/comments on each individual proposal, simply a tick box. (Apologies if this is something I can do later on in the Survey.)	3/31/2021 11:21 AM
40	UNP21/LS/03 has very little detail	3/30/2021 11:18 PM

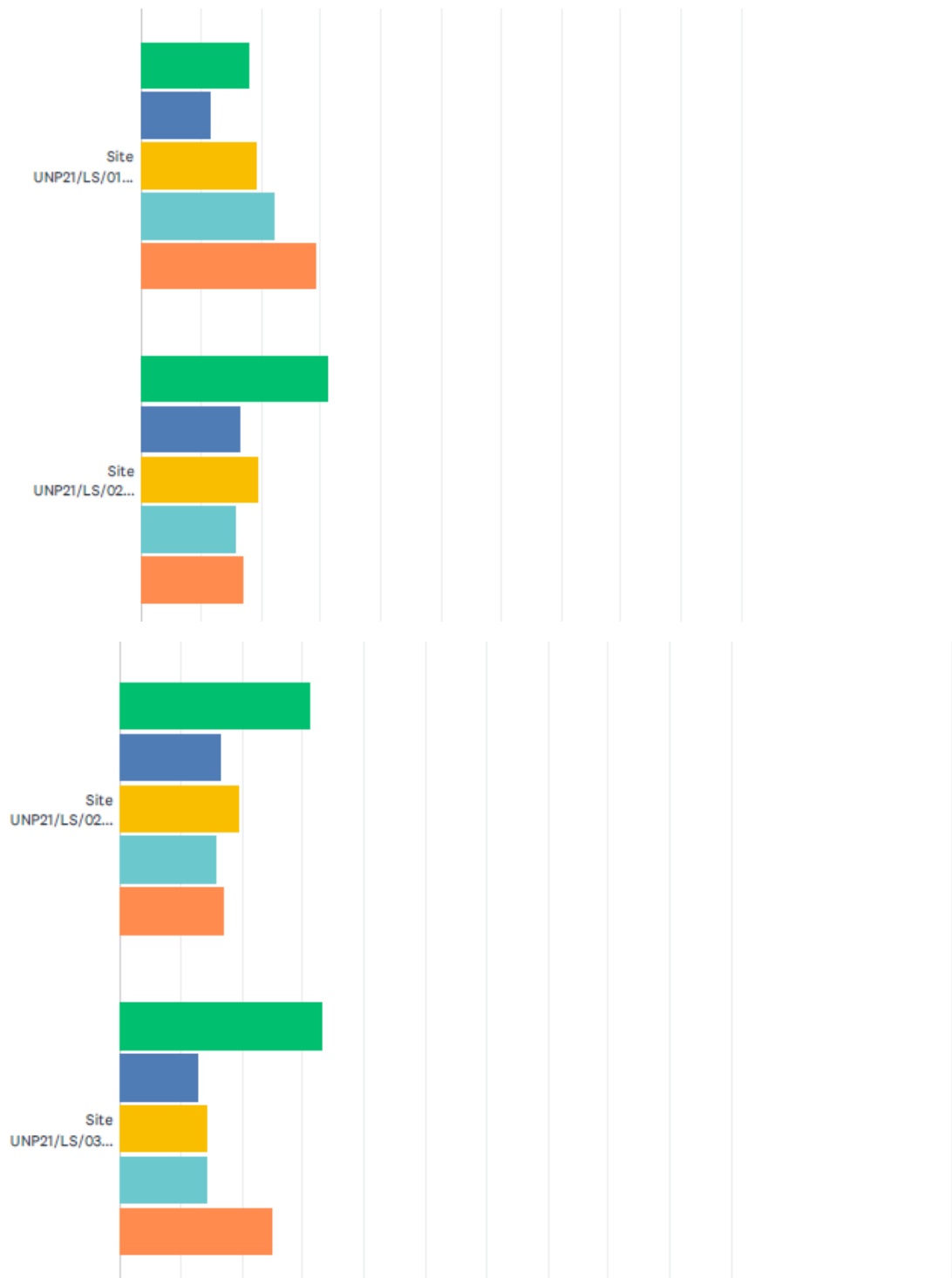
4 / 17

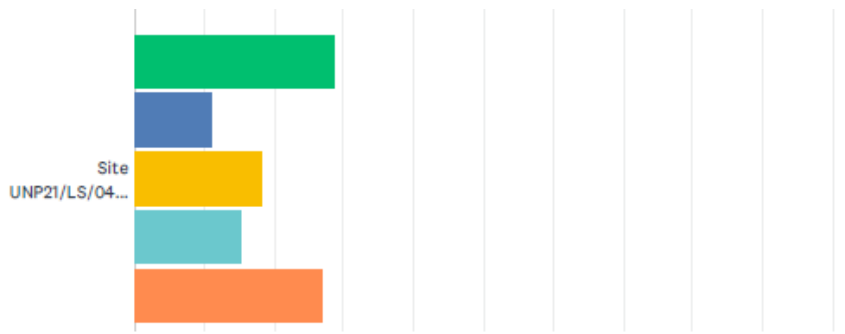
NPAG Developers Proposal Feedback Form

41	Previous year's proposals were in an A4 booklet, I like A5 because it reduces paper. However, the text is very small and will be difficult for many people to read and analyze.	3/30/2021 6:41 PM
42	It would be helpful to let people know where they can access the info in the booklet online. Maps and text is very small for some pages	3/30/2021 1:37 PM
43	Vickyjmcfarlane@gmail.com	3/29/2021 11:17 PM
44	No real information for UNP21/LS/02 the entrance is a single track road. That means approximately 85 extra cars using an already busy firs road. Sorry the infrastructure is not there.	3/29/2021 6:55 PM
45	Over development.	3/28/2021 1:53 PM
46	stewartwhamblin@gmail.com	3/28/2021 8:31 AM
47	Excellent and informative publication.	3/27/2021 6:37 PM

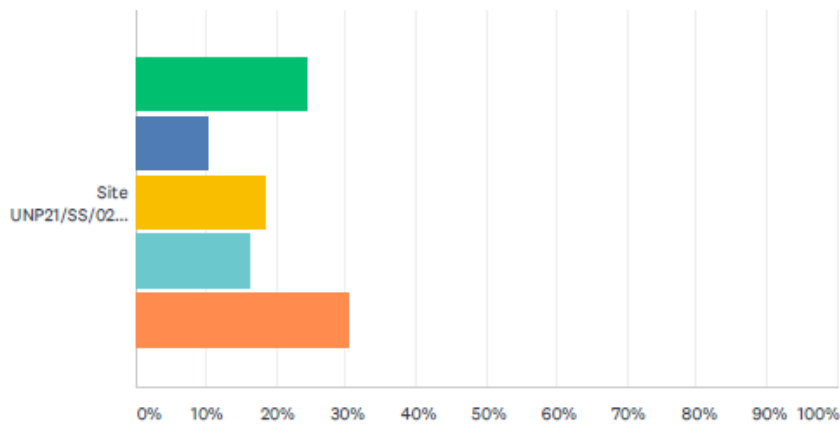
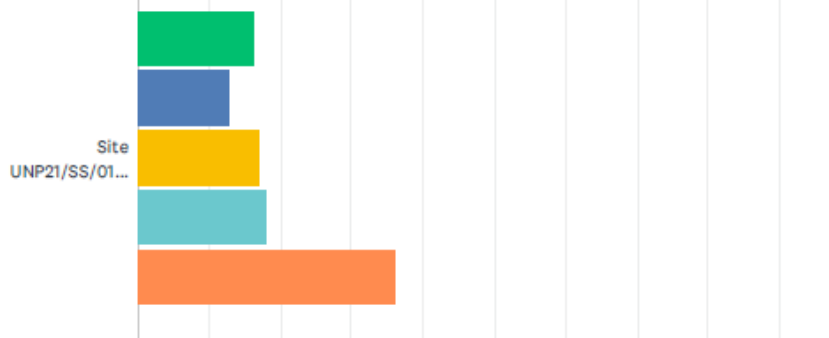
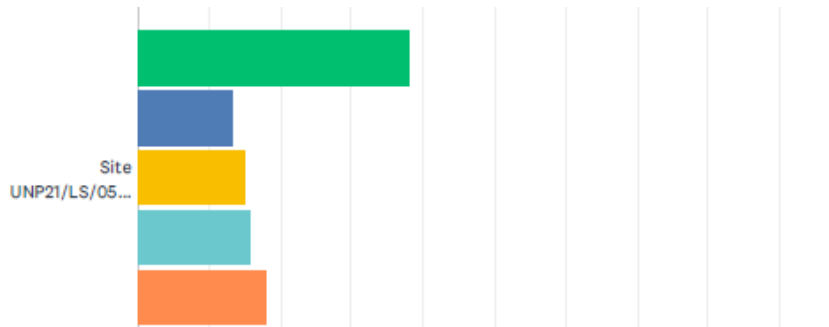
Q3 On the scale of 1 to 5 again, please rate the proposals by each developer.

Answered: 174 Skipped: 1





6 / 17



NPAG Developers Proposal Feedback Form

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Site UNP21/LS/01 Mixed Use Ancer Spa (Uppingham Gate)	18.02% 31	11.63% 20	19.19% 33	22.09% 38	29.07% 50	172	3.33
Site UNP21/LS/02 Residential Matrix Planning (Goldcrest and Firs Avenue)	31.18% 53	16.47% 28	19.41% 33	15.88% 27	17.06% 29	170	2.71
Site UNP21/LS/03 Residential Housing Matrix Planning (land off The Beeches)	33.14% 57	12.79% 22	14.53% 25	14.53% 25	25.00% 43	172	2.85
Site UNP21/LS/04 Residential Housing Insight Town Planning Ltd. Langton Homes (Leicester Road)	28.65% 49	11.11% 19	18.13% 31	15.20% 26	26.90% 46	171	3.01
Site UNP21/LS/05 Mixed Use DLP Planning Ltd. Larkfleet Homes (Ayston Road)	38.15% 66	13.29% 23	15.03% 26	15.61% 27	17.92% 31	173	2.62
Site UNP21/SS/01 Affordable Housing Uppingham Homes CLT (Seaton Road)	16.28% 28	12.79% 22	16.86% 29	18.02% 31	36.05% 62	172	3.45
Site UNP21/SS/02 Bungalows Mr and Mrs Fenelon (Stockerston Road)	24.42% 42	10.47% 18	18.60% 32	16.28% 28	30.23% 52	172	3.17

#	PLEASE MAKE ANY OTHER ADDITIONAL COMMENTS THAT YOU FEEL WOULD BE HELPFUL IN THE REFRESHING OF THE UPPINGHAM NEIGHBOURHOOD PLAN.	DATE
1	Where population increase to purchase houses coming from? No indication on traffic, town parking, leisure facilities, policing, surgeries (most current businesses employ from outside the town) banking or schools . Sadly very poor provision of information, JUST LOKKS LIKE ANICE IDEA. No thought given to the norther approach to the town, compare it with the southern approach.	5/26/2021 3:50 PM
2	Siting additional retail businesses on the outskirts of the town will have a negative impact on existing retail outlets in the town as well as the weekly produce market. These existing shops and the current local support for them gives Uppingham its unique atmosphere. Far better to improve public transport links to nearby Oakham where there are already larger retail shops. Provision of electric charging points should be considered as a priority.	5/14/2021 8:04 PM
3	Start again. Be transparent and don't send anymore surveymonkey crap. Maybe actually knock on doors and speak to people?	5/13/2021 10:16 PM
4	The Proposal of land off the Beeches is far too large for the existing access point / through roads and too big a development / not in keeping with the current tranquil area.	5/13/2021 3:20 PM
5	UNP21/SS/02 seems particularly inappropriate and unnecessary with implications about traffic and access. Some better uses for the land would be for a community forest or activities such as riding. UNP21/LS/01 seems a complete disaster which will ruin the town by drawing customers away from the town centre as well as increasing traffic and people who will commute away from the town. The plans appear to have been drawn up by developers rather than by planners with the community as their main interest.	5/13/2021 8:03 AM
6	Oakham has been spoilt by it's many housing estates. It will be a great shame for Uppingham to be spoilt in the same way. There is little open space which can be used by the locals and few cross country walks, also Rutland lacks woods. The land around the town is either heavily used farmland or housing, so wildlife is particularly poor apart from evasive badgers. We should plant trees in these spaces and allow people to walk through them. We could make Uppingham a 'green' town.	5/11/2021 4:32 PM
7	The number of potential new homes would amount to approximately in excess of 300 units (probably more) giving an increase in population of 500 - 1000. It would place a considerable strain on the infrastructure - surgery schools and the High Street etc - what proposals are being made to mitigate those concerns?	5/11/2021 1:31 PM
8	This proposed plan speaks volumes. Very clear plan, inclusive of the whole towns needs. Recreation area benefits all and is very likely to draw in those from surrounding areas. Has so much appeal for not only building upon our existing community in the beeches and for those joining from surrounding areas. Already having access does not disrupt the flow of traffic through the town which is paramount. Perfect area to expand, at the heart not away from the heart, close to amenities to make town accessible for all	5/10/2021 8:51 PM
9	I feel that proposal for development of UNP21/LS/02 is unviable this is far too many houses	5/10/2021 6:02 PM

10	I have resided in Uppingham since working at the LRI alongside owning my own business. For the future of the town it is imperative that we continue to make improvements and houses so that local business and tourism can boom. Having looked at great detail in the plans the Beeches access one is by far the preferred option. It already has access which means less disruption on the flow of the town meaning more passers by are likely to stop through. It also provides great opportunities of housing for a range of people such as couples and families and doesn't exclude the range of demographics that other developments do. It is already nestled into the town rather than creating a development on the outskirts which often feel like a secluded venture, creating a divide between the town. It is close and accessible to all the local amenities making it very accessible to those with mobility concerns or wheelchairs. The recreation area is a delight for not only the new development but also those surrounding such as the Beeches residents enabling another sanctuary for families which is pivotal to continued community spirit. With the pandemic having affected the town in a range of ways this really fills me with great prospect our fabulous town and local businesses can boom once again. I have heard who the plot of land belongs to and it feels even more fitting to expand our fabulous community on land owned by people at the heart of our community who already give so much. Fabulous plans for the town!	5/10/2021 5:08 PM
11	Having lived in Uppingham during childhood and recently returned the land off the beaches feels like a fantastic choice for the town. The access is already there and unlike the others would not disrupt the town as much and feels like a natural place to expand our beloved town. With so many new developments popping up on the outskirts of towns that feel anonymous and secluded this really is expanding into the heart of our town, yet providing a secluded hub with the recreation area that all those on the beaches will benefit from. It feels this development is private and yet so close to the amenities appealing to a wide range of ages and abilities. The Scott's are a very well respected family and huge part of the community which feels so very apt to develop upon their land. Looking across all proposals and how this may affect the traffic flow in and out of the town I would say this is least disruptive and would not deter visitors to come to Uppingham and our local businesses. With the last year being as it is I very much like the development off the beaches providing the town with opportunity that constitutes to match its style. With neighbouring towns building lone developments on the does it naturally divided the heart of the town where this one enables it to remain. I am most impressed by these plans and am looking forward to be able to see Uppingham grow as it should do, expanding from the heart	5/9/2021 5:35 PM
11	Having lived in Uppingham during childhood and recently returned the land off the beaches feels like a fantastic choice for the town. The access is already there and unlike the others would not disrupt the town as much and feels like a natural place to expand our beloved town. With so many new developments popping up on the outskirts of towns that feel anonymous and secluded this really is expanding into the heart of our town, yet providing a secluded hub with the recreation area that all those on the beaches will benefit from. It feels this development is private and yet so close to the amenities appealing to a wide range of ages and abilities. The Scott's are a very well respected family and huge part of the community which feels so very apt to develop upon their land. Looking across all proposals and how this may affect the traffic flow in and out of the town I would say this is least disruptive and would not deter visitors to come to Uppingham and our local businesses. With the last year being as it is I very much like the development off the beaches providing the town with opportunity that constitutes to match its style. With neighbouring towns building lone developments on the does it naturally divided the heart of the town where this one enables it to remain. I am most impressed by these plans and am looking forward to be able to see Uppingham grow as it should do, expanding from the heart	5/9/2021 5:35 PM
12	The Beeches proposal is the only one desirable to those who are unfamiliar with the town. It is a discreet entrance providing a haven set back and yet close to all the amenities. With the access already there it is the least disruptive proposal to the town, wildlife and residents. It is a natural space to grow the town without it feeling the town is expanding further from the heart, it still feels inclusive and the plans are very desirable. The recreational area poses great value to families giving the beaches and the new development a hub. I think it is one that will benefit mostly and as someone hoping to live in Uppingham with my family I am very keen to see a plan such as this come to fruition.	5/9/2021 5:24 PM
13	The Beeches has always been a very desirable and attractive residential area and just a walk from town - yet blended and hidden! Highways access to further potential development already exists and I would think the proposed recreational area would be an asset.	5/9/2021 5:05 PM
14	Ancor Spa makes no reference to the cinema, cafe, garage for the Hopper originally talked about; also what is meant by 'elderly persons housing'? Matrix Planning -02- worries me as to the access and increased traffic. What is meant by 'potential for new countryside access'? where will it lead? Who will manage this? Matrix Planning 03 lacks sufficient detail. Larkfleet Homes is too close to the A47. Which supermarket is envisaged? Uppingham Homes CLT may be too close to the sewage plant. I dislike the industrial look as shown in the drawings seen earlier.	5/9/2021 12:06 PM

15	The booklet is rather poorly produced. It is not clear that it is not the Neighbourhood Plan itself (despite the title on the front page), that not all of the sites are needed to meet the Local Plan requirements, or what the timescales and overall process for producing the Neighbourhood Plan will be. The booklet does not even state when responses are required or give a date of issue. Some of the developer proposals are difficult to read as the print is too small. There should be space to comment on each proposal, not just to give a score. As regards the detailed proposals, we do not need two supermarkets to be built (LS01/LS05) and there has always been talk of a cinema and a residential/care home at Uppingham Gate, but these are not shown.	5/9/2021 11:55 AM
16	I have concerns on the highway safety impact of the proposed developments where they	5/8/2021 10:20 AM

9 / 17

NPAG Developers Proposal Feedback Form

feed onto Ayston Road

17	UNP21/LS/01 - good mixed use proposal with decent access. Retail food store needs plenty of parking space. UNP21/LS/02 - too many houses proposed for this area with only the one road (Goldcrest) for access, especially given that the Firs estate is already a busy residential area. UNP21/LS/03 - insufficient road access for so many houses. Needs a new access road from Uppingham Gate/A47 and not through The Beeches, which is not a sufficient service road for this area. Increased traffic on The Beeches will also make access to the children's play area very dangerous. UNP21/LS/04 - would sit well with the recent Elms development, and presumably Hopper access could be extended to this site. UNP21/LS/05 - this really isn't needed as well as the Uppingham Gate development. It simply replicates what has already been proposed, but in a less suitable location. UNP21/SS/01 - affordable housing for young people is needed UNP21/SS/02 - this could work as long as these are bungalows, which will not impact negatively on residents of Chestnut Close, and provided sufficient access can be offered via the current track. More details needed for this plan. MY MAIN CONCERN WITH ALL OF THESE PLANS IS THAT THERE IS FAR TOO MUCH RESIDENTIAL PLANNING AND THE TOWN DOES NOT HAVE THE INFRASTRUCTURE TO SUPPORT SO MANY ADDITIONAL RESIDENTS. WE WOULD NEED MORE SCHOOLS, NURSERY PROVISION AND PROBABLY ANOTHER DOCTOR'S SURGERY AND DENTIST IN ORDER TO PROVIDE SUFFICIENT LIVING SUPPORT.	5/4/2021 1:20 PM
18	There has been a great deal of development in Uppingham in recent years and I now believe it is time to pause. These proposals will damage the village feel that is unique to our beautiful market town. If developments are pursued on the periphery of the town they cannot be undone and will impact negatively on our small town. I doubt that this is the helpful comments you want to read but I say again converting over the green spaces cannot be reversed.	5/3/2021 9:53 PM
19	My concern is with UNP21/LS/03 in that it will make the Beeches seem a much busier neighbourhood. I love that I can take my children to the park nearby on their bikes and there is not much traffic. The Beeches is currently a peaceful estate and I feel the above plans would compromise this greatly. My concern is primarily with the access being via the Beeches. Is there anything that can be done to reduce the impact, maybe access from an alternative route?	5/3/2021 10:27 AM
20	UNP21/LS/03 proposes an excessive number of houses given the size and nature of the Beeches. Any consideration for development should be scaled back significantly and access should not be through the Beeches as this would exceed the safe capacity of the roads within the Beeches	5/3/2021 6:07 AM
21	I am concerned with talk of confidential routes for a bypass not being revealed before consulting on these developments. If a bypass was to be built, it would have to be outside all current houses in Uppingham and not just move the problems away from some residents to other existing and long standing town residents. The current N/S bypass via Duddington A43 should be used for this purpose.	5/2/2021 6:10 PM
22	Would rather see brownfield sites/poor quality agricultural land used for development, not good quality arable land as seen north of the firs and on leicester road. Do not need 3 supermarkets in Uppingham	4/29/2021 8:08 PM
23	I am happy for poor land that is not suitable for agricultural use to be developed , but do not build on good agricultural land - we struggle to feed the nation already - we need as much agricultural land as possible	4/29/2021 6:33 PM
24	In relation to UNP21/LS/03 - the plan is for all traffic to enter and leave the new development along the road The Beeches. This road is not suitable for more traffic, particularly as the first bend is already a problem with accidents having occurred because of lack of space for passing. The current plan allows for 80 new homes potentially 160 more cars as well as delivery vans etc. As Uppingham Gate is already well into the planning stage I suggest there is a new access road to this new development from Uppingham Gate, thereby making the new development separate from the Beeches estate and thereby avoiding the negative impact on residents already living on the Beeches. The same problem lies with UNP21/LS/02 - the proposed access road using Firs Avenue and Goldcrest is far too small to take an increased amount of traffic.	4/29/2021 1:35 PM

25	Moved from Oakham due to noise from the by-pass which was constructed near our property . Our property was near a round-about, the noise from motorbikes accelerating off the roundabout and empty lorries especially, made the noise unbearable as the road was too close to residential developments. Often speeding traffic, although there is a 40 mile speed limit in place but not often enforced. Although, there are new housing developments in	4/29/2021 8:38 AM
----	--	-------------------

10 / 17

NPAG Developers Proposal Feedback Form

	Oakham no additional town centre parking is available to accommodate increasing population.	
26	(1) What is the likely progress with as-yet undeveloped sites approved in Edition 1 of UNP, and their impact on this edition? (2) UNP21/SS/02 is completely unsuitable, on steeply graded land in an area suitable for 'green lung' nature conservation.	4/29/2021 7:52 AM
27	Concerned that there is nothing in the proposals re pressures on local services i.e. doctors, dentists, schools, car parking. In addition many of the estates proposed as access points do not have infrastructure that is suitable for the inevitable increase in volumes of traffic. In addition some of these estates have play areas for young children, increasing the volume of traffic increases the risk to their safety. Construction traffic could not access through existing estates.	4/28/2021 7:05 PM
28	i believe the idea of putting 80 more houses on the Beeches is ludicrous. It will increase the traffic on the estate to an unacceptable level for the current road structure and change the whole feel of the estate. I would suggest the scaling back of the number of homes (i.e. at least by 50%) and separate it from the Beeches completely i.e. create a new access to this proposed area of housing e.g. from the north created to link up with the planned development at Uppingham Gate. Also with all this proposed additional housing i would like to see how the town will amenities to cover all these extra people. In my opinion this sort of expansion will be the ruin of what is currently a nice size town in the county of Rutland.	4/28/2021 3:44 PM
29	This is a small market town where the local infra structure is already overloaded and cannot sustain further expansion. Who benefits? landowners and developers not the local community, Uppingham gate development would seriously affect the High Street with a significant loss of trade.	4/28/2021 1:33 PM
30	Beeches development....the open space should between the current estate and the new houses. A new access road is required as the existing access is totally inadequate for an increased traffic volume	4/27/2021 3:19 PM
31	We do not think that there should be any more development of the land off the Beeches (UNP21/LS/03) The addition of 80+ houses, & the extra road traffic these would create would make the junction of the Beeches & Ayston roads even busier & more hazardous. This is the only entrance/ exit to & from this large estate.	4/27/2021 11:06 AM
32	UNP21/LS/03 will not work if accessed via the existing access road into the Beeches Estate, which already services around 100 houses. It should be either via the existing Twitchbed Lane, or off the A47 northern bypass, and through or around UNP21/LS/01.	4/27/2021 10:50 AM
33	I refer to the application UNP21/LS/03 above. As a resident of The Beeches, I fail to understand how the current road infrastructure will deal with the additional traffic during any construction phase, as vehicles frequently have to park on the pavements to leave sufficient space for others, and emergency services, to access the estate. The access to any development of this site, before and after construction, must surely be from the A47. Given the volume of proposed housing contained within the overall revised Plan, I cannot see the justification for disrupting the lives of 140 households on The Beeches with the additional vehicular traffic this will bring. If we conservatively assume that each proposed new house has one car, this is likely to increase the vehicle movements on the current infrastructure and access to and from Ayston Road by at least 40% from the current level, thus creating bottlenecks when leaving and entering The Beeches. In my opinion, it is an unsuitable and unnecessary proposal, to which I strongly object for the reasons outlined above. I am in favour of the LS/01, LS/02, LS/04, LS/05 and SS/01 proposals, should they be necessary to satisfy confirmed demand, as they all appear to have suitable road access. Overall, however, I would question the need for so many new properties, given the impact this additional housing will create on the current medical and schooling infrastructure.	4/26/2021 10:57 AM
34	UNP21/LS/03, the proposed 80 new homes with access via The Beeches is very concerning. Increasing the current traffic volume will exceed the safety levels and cause congestion at peak times. This will present a risk to lives. The play park at the end of The Beeches is very popular with young children and the proposed plan will increase the volume of traffic passing this area. I have similar concerns with UNP21/LS/02 with the single access via Firs Avenue. Placing speed bumps to slow down traffic is not the answer. It just adds to traffic pollution.	4/25/2021 8:03 PM
35	We worry about the knock on effect of school class sizes with all these new houses and families. Perhaps the schools would have to increase in size. Also, we worry that once one supermarket has come to Uppingham in the North Gate then many other retailers will come eg Starbucks, Mc Donald's etc etc and this will change the feel of Uppingham. Uppingham will then become a large town like Oakham. There needs to be another exit / entry point for	4/23/2021 9:29 AM

11 / 17

the gold crest development- the current plans would make the firs avenue estate really busy as only one way in to the new development.

36	Sites LS01,02.03 & 05 are a logical 'northern expansion' Sites LS04 is too far from centre Site SS01 is not a strategic site - too small, too far out from town (Why bother to cover these small sites in this sort of plan)	4/23/2021 7:40 AM
37	Why no 'Brown Field' sites being developed? Constant development of green areas , in the long term, will be detrimental to everyone. You know all the arguments. Please be brave and protect the green areas we have.	4/22/2021 10:50 AM
38	UNP21LS03 should be in line with the current beeches development of larger homes. There should be a planting strip maintained around the edge of the site as with the latest phase of the beeches and also an additional access road to the properties either of the main A47 or via UNP21LS01. Both UNP21 LS01 and UNP21LS05 show supermarkets. With the co-op in the town is this necessary? What about other infrastructure for the town such as doctors, schools etc.	4/21/2021 2:08 PM
39	1) I have given opinions on individual sites but overall I am very concerned about the number of sites proposed to exit onto Ayston Road close to the A47 roundabout. I understand the Uppingham Gate site also has an exit onto the A47 but the other three sites alone have a total of an additional 203 homes accessing direct to the A6003. Surely no responsible councils can agree to this. 2) The proposal for a supermarket accessed via site UNP21/LS/05 would again cause considerable congestion on both the Ayston Road and the A47. The roundabout would become a bottleneck. There is a supermarket proposed at Uppingham Gate which can be accessed from the A47. This is all that is needed. 3) It is not clear in the booklet that any of these sites which are selected are in addition to those included in the original neighbourhood plan. 4) A submission date would have been helpful	4/20/2021 2:41 PM
40	Ranking houses indicates approval; this is misleading. I don't think we need so many houses. The plan is incomplete; it doesn't include the Bloor Estate or the plans for houses opposite. The proposed housing is too densely packed. Cars will have to park on pavements and grass areas.	4/20/2021 9:53 AM
41	We desperately need affordable housing and another supermarket so I am excited about these plans. The retail and business units will provide jobs too.	4/18/2021 6:53 PM
42	See previous comments As written the document ,and the emerging NP, is in direct conflict with the advice in NPPF Para 16a, 32 and 35b	4/13/2021 6:57 PM
43	The Stockerston Rd plan is entirely out of all proportion to the rest. It is also a wildlife corridor and would ruin a beautiful, secluded corner of the town.	4/12/2021 7:43 AM
44	Affordable property is needed in Uppingham	4/11/2021 6:49 PM
45	I think LS/01 and LS/03 would benefit from a footpath & possibly a cycle track to the East connecting the residential parts of the new developments with the town centre away from the main road. (Perhaps this could connect with the path that runs to Todd's piece?) so much nicer for young families. Likewise LS/04 could benefit from one to the south west. I think it will be absolutely vital for SS/01 to be properly connected with the town with a footpath extended down the roadside as far as the new development. To bring them properly into the town. I think high eco standards should be applied across all of the new developments. I also think dark sky friendly lighting (Downward facing , not over-bright, and yellow not blue in tone) should be mandated for all new street and security lighting (and any replacements to existing lighting elsewhere)- inexpensive if implemented from the start, good for residents and better for nature. I think the town would benefit from a lower cost supermarket.	4/10/2021 11:02 PM
46	We vehemently oppose the proposal UNP21/IS/04 for 75 dwellings by Langton Homes. The amount of construction work necessary would impact on Leicester Road noise and traffic on a relatively minor road and quiet area of the town.	4/10/2021 12:01 PM
47	The roundabout would be incredibly busy, congested, dangerous if all of these developments went ahead	4/10/2021 10:46 AM
48	For most of these developments, the issues as I see it are: 1. Roads and access - in most cases (particularly the A47 ones) increased traffic would make these developments dangerous. No major infrastructure planned which would be needed. Look of the town from these sites would be not good. 2. Access to other developments is via other existing developments, which would lead to a rat run in these estates. 3. Proposals for these developments make no mention of existing services. Additional housing brings increased resident numbers which will have a significant impact on education, transport, roads, and	4/9/2021 5:23 PM

health provision. Nowhere in these plans are these factors mentioned. Without these additions, living conditions for current residents will decrease significantly

49	You should include ALL planning applications for housing etc. There are 3 that I know of on Leicester Road, 2 of which have been approved, which add a further 190 houses into the plan. What do you believe is the optimum population for this pleasant market town ? This plan together with the 3 additional housing plans add a further 500 homes which will mean an extra 1,000 cars and a large number of children. The NP adds 2 supermarkets and light industrial units which will add traffic to the road you are trying to calm.	4/9/2021 4:15 PM
50	Development UNP21/SS/02 will create traffic danger on Stockerston Road. This development is not required given the other more suitable development sites under consideration.	4/9/2021 3:23 PM
51	Site UNP21/SS/02 is totally unsuitable for development. Apart from Mr Fenelon not owning all the land, the terrain is conducive to housing development and the access would be onto a busy B road. The development would have severe ecological implications and is outside the established limits of development for Uppingham. The trackway is designated as 'Important Open Space and should be retained as a field access without the loss of trees which border it on the west side.	4/8/2021 10:21 PM
52	This plan will change the character of Uppingham for the worse. Too many houses, and too great an increase in the population. It will have an adverse effect on the schools, and on local services (e.g. doctors, dentists)	4/8/2021 2:14 PM
53	The proposed plan, with the creation of almost 300 new houses, would be too great an increase to the population and will destroy the unique character of Uppingham. Plans for large stores are not in keeping with the rural locale.	4/8/2021 2:06 PM
54	The main area of concern that I have are	4/8/2021 12:51 PM
55	No mention of infrastructure plans to support additional housing. Why has a private individual been (The Fenelons) been given the opportunity to promote their plans? Did they pay for this advert or is it given free of charge? Reeks of favoritism	4/7/2021 5:23 PM
56	where are the plans for more schools, doctors, dentists etc to go with this extra housing?	4/7/2021 3:04 PM
57	At a time when there is increasing concern about the impact of climate change developers should be encouraged to be clear about the environmental effects of their proposals. They should demonstrate that green spaces will be actively protected and outline the strategies that they propose to protect the local ecology.	4/7/2021 3:03 PM
58	This is a large development proposal for such a small town as Uppingham; a proposal which will ruin this little historical English market town and the life it offers. The Council recently rejected a £29.4m offer of funding to create a garden village at St George's Barracks in North Luffenham. This was defeated by only one vote. St George's Barracks has all the necessary infrastructure already in place for further development without encroaching on existing greenfield land and destroying the country side. This larger proposed development will put pressure on local services and the existing infrastructure, cause congestion on Ayston Road and town centre in particular, create pollution and generate road safety issues. It will have social as well as economic and environmental costs reducing the wellbeing among those already living in town. New developments are already completed or in progress along Leicester Road in Uppingham, these are sufficient for the town at present. I wonder if Council members are impartial in their views about the development across the County and are not driven by their own self-interest in these matters.	4/7/2021 1:32 PM
59	Access to the Stockerston Road from Newtown Road is already dangerous; the agreed development in the garden of No9 will make traffic safety worse and "Site UNP21/SS/02" can only exacerbate the situation. Not too many people obey the 20mph speed limit and the speed bumps are largely ineffective and noisy. We are short enough of trees as it is; where are replacements going to be planted? This proposed development is on a wildlife corridor, despite the survey done for the building at No9, which was extremely inaccurate and clearly inadequate.	4/7/2021 10:55 AM
60	Site UNP21/LS/05 and Site UNP21/LS/02 are both in fields which are regularly used by dog walkers and families. If the last 12 months have taught us anything, it is that such accessible and beautiful areas should be protected. With these 2 proposals, Uppingham Gate, extension to the Beeches and distant plans for construction on the other side of the roundabout (I presume very distant as not included in this Plan) all of this development seems to be grouped in one area of Uppingham. The recent development on Leicester road is well placed and has been very well put together. I would support any extension to this area. I fully support the Uppingham gate proposal and extension to the Beeches (Where I am a resident) However, I have some concerns as to how construction workers/equipment	4/7/2021 10:55 AM

will access the Beeches extension site. Thank you for the opportunity to provide feedback on the plan. Stephen Lambert stephen.lambert97@live.com

61	No mention of how the schools and services will cope with more housing.	4/6/2021 6:39 PM
62	I assume the SGB decision by RCC will have an impact upon the revision.	4/6/2021 3:52 PM
63	The Leicester Road UNP21/LS/04 development would be visible from the footpath to Wardley wood, an area of outstanding natural beauty. its too close to this area. These are all "green Field" sites, there is no mention in the developers plans of offsetting this loss with a carbon neutral build. eg Solar Panel roofs, ground source heat pumps, massive tree planting etc. Many trees were felled to build the Elms Development and not many planted, the houses are not fit for the carbon neutral environment necessary within a few decades.	4/6/2021 2:25 PM
64	04 An unnecessary development outside a proposed bi-pass. It also does not make planning sense to insert a bi-pass and then have a housing estate on either side of it.	4/6/2021 9:58 AM
65	We need affordable housing for single people. Rent and to buy but mainly rent.	4/5/2021 8:29 PM
66	UNP21/LS/01 Main concern is that new axis from A47 coming from Leicester could be dangerous as vehicles have to cross A47 going West and it is a very fast piece of road need to consider roundabout or traffic lights UNP21/LS/02 increase of traffic flow on Firs Avenue and on to Ayston Road will cause congestion. Access through Goldcrest is narrow and houses next to area affected and proposed new country side access already exists and is only onto allotment area or cow field to A47 UNP21/LS/05 access road from Ayston Road will cause problems as increase in congestion to and from roundabout especially for lorries to proposed supermarket and maybe area will experience noise pollution from A 47. Supermarket siting would be better on UNP21/LS/01 site. Do plans need to consider building of new Primary schools and extending surgery. Sad at loss of green belt on plans 02 and 05	4/5/2021 9:59 AM
67	Uppingham Gate has been in existence for many years and has hardly been developed which gives the impression there is little appetite for businesses to operate in Uppingham. How much of the 75% now committed to the site is commercial, light industrial or small businesses and how much is this going to boost the economy of the town and provide employment for local people? It appears that this developer is using the Uppingham hopper in their submissions as a way to transport people; a charitable service which may or may not continue to run. It appears that affordable housing and bungalows will be on the sites furthest away from the town. This seems flawed especially as bus services are constantly under threat and again the developers are happy to place reliance on a charitable bus service. This is a lot of new housing and commercial development for a small market town and seems out of step with Uppingham's identity.	4/4/2021 11:19 PM
68	Nearly all the proposed sites will increase the volume of traffic on an already busy road, which has considerable traffic problems. None of these sites should be developed until a bypass has been built.	4/4/2021 2:45 PM
69	Frankly, I have no trust in the NP as an exercise in local democracy. The limits on numbers of residential units in the last NP were completely overridden and even more of our green assets surrendered for profit. What is needed is housing suitable for an ageing demographic ie housing with large living spaces and a smaller number of bedrooms to encourage the retiring population to downsize.	4/4/2021 9:57 AM
70	Given the size of the development being proposed at N Luffenham why is any significant residential building being proposed in Uppingham? We expected to see a service station in the Uppingham Gate development (as per the UNP) but can't see one in the plans presented. We hope this doesn't mean that this makes building one on fields on the opposite side of the A47 more likely. The obvious place for building a service station would be on this Uppingham Gate site near the supermarket. The service station in the town centre could then be moved out of the town and the land used to enhance town facilities. UNP21/SS/01 is laudable in its intent but the land is immediately adjacent to the sewage plant. Not sure this is the most appropriate site for residential development. Couldn't homes for local young people be incorporated into the Uppingham Gate development instead?	4/3/2021 9:14 PM
71	The number of houses required can easily be provided by the proposed larger sites, it is just necessary to ensure that the right mix of affordable, retirement and market houses of suitable sizes are provided. Not just an overburden of 3 storey 5 bedroom houses which appear to be the norm. Unfortunately both of the small sites are unsuitable with Seaton Road being too far from the town, in a poor location adjacent to water treatment, costly infrastructure and an unaffordable design. Stockerston Road is an almost impossible site to access without unacceptable tree and shrub loss, an access which would pose highway dangers, extremely costly infrastructure making the development in it's present form financially unviable, detrimental to the existing wide variety of wildlife and having an unreasonable affect upon existing properties.	4/3/2021 12:44 PM

72	No bypass, no affordable housing	4/2/2021 7:28 AM
73	On the whole, most of the plans and suggestions are reasonable and situated upon ground that is easily accessible, not likely to suffer from flooding from water courses, and with relatively easy access to existing roads. UNP21LS01 - This is a logical site and should be developed UNP21LS02 - Potentially a good site, but it will throw much more traffic on to Firs Avenue and its egress on to Ayston Road. UNP21LS03 - Again, potentially a good site, however would it be better to have the green space in the western third of the site so as to allow easy access from the other properties along the Beaches? It would also allow the small green space at the end of Twitchbed Lane to be incorporated with the new Public Open Space. UNP21LS04 - This site is one of the best available. If the north/south bypass is built, and it takes this route, then there will need to be some sort of noise pollution control for the estate to the east and south east. UNP21LS05 - Again, a very logical place. UNP21SS01 - A good use of a derelict area. UNP21SS02 - A poor idea, unsuited to development due to its terrain, too limited in scope and will not make a serious inroad in to the plan for the number of dwellings proposed for and required by Uppingham	4/1/2021 6:55 PM
74	Much more information is required for residents to be able to comment in a fully informed way. The size of the Overall plan (p.3) is too small, as are all the other schematics and it would be helpful to see how this compares to the the 2016 Neighbourhood Plan where it seemed the West side of the town was the only site for a large number of houses to be built, plus the 'Employment Land' UNP21/LS/01, which in principal I agree with, yet wonder what the 75% of committed to businesses actually means, when previous papers have stated that the take up of units in further development here is questionable. Most of the new proposed development is North, East & West of the town, why none to the South? We need more information on evidence for the need of further housing and how many over what period. I am totally against a further 80 houses to be built as a continuation of the Beeches with the sole access being the existing Beeches Road; it will significantly increase vehicles along the Beeches, the design of which does not make for safe passage of residents along the road into the town when walking, with any more vehicles passing along that road, than already do. The proposals seem to now look like they are more akin to the RCC Land Availability assessment where further sites have been highlighted to the East of the town, where potentially the North East corner of the town could be overdeveloped to the detriment of existing housing and the nature of the pleasant estates they currently are. This is a start, but we as residents need a fuller briefing, more information on numbers required, an easily accessible one stop portal to look at all things Uppingham. It is quite confusing with all the different forums, groups and such like that make up the voice of Uppingham and trying to find pertinent information not easy. I hope that COVID allowing, we can have much more public debate and forums for airing our views, in the meantime, can all this information be accessible on Uppingham First and/or the Town Council Website. Thank you; a rather concerned resident.	4/1/2021 4:36 PM
75	Re: LS01 Uppingham Gate, What measures will be taken to ensure Alston Road does not taken further HGV traffic Re: LS02 Firs Ave has a 20mph speed limit which is ineffective and not adhered to, additional traffic calming measures are necessary if this goes ahead. With a proposed 63 houses, giving a potential 126 extra vehicles and 240 extra daily traffic movements , the dangers to children and older residents would be unacceptable. Re LS03, The Beeches, Access to this proposal again comes from Ayston Rd, which is already polluted with high sided vehicles and traffic exceeding speed limits. Re LS05 Land at Ayston Rd. Over development as already one retail food outlet planned in the more appropriate Uppingham Gate LS01.	4/1/2021 3:10 PM
76	LS01 and LS05 will their proximity / access to the A47 seem misconceived. LS01 will do nothing to improve the view of the town. LS02/03/05 will create increased traffic for these existing estates	4/1/2021 2:29 PM
77	We are not at all convinced of the need for two supermarkets.	4/1/2021 11:31 AM
78	I wouldn't trust the developer of UNP21/LS02: he is either a surveyor or is advised by one, but it should be pointed out to him the the allotment gardens are to the WEST of his planned development site not east. UNP21/LS05. I cannot accept that another supermarket is necessary on this site. A similar development is proposed on the other side of Ayston road (UNP21/LS/01): do we need two of the same so close to each other? Furthermore, it will generate traffic from early morning till late evening in a residential area with old and young people around, and the access road will be inadequate for the extra traffic generated. Mention is made of 'the north-east of the roundabout junction of the A47 and A6003 ... proposed roadside service etc': why is this proposal missing from the booklet?	4/1/2021 11:23 AM
79	The supermarket on UNP21/LS/01 is sited right at the far end of the development, making it too far for me to walk from Uppingham so I would need to use the Hopper. Therefore I would not do my regular weekly shop there. I think it would have been better sited at the	3/31/2021 2:51 PM

Uppingham end and putting the Elderly Persons Housing at the far end where there would be less traffic passing. I would go to the supermarket occasionally as an outing. UNP21/LS/05 the same comments apply. I presently use the Co-op which is only four minutes walk for me and I can use my trolley for my weekly shop. I hope that the Co-op will not close down because of the existence of a bigger supermarket(s) in the area as that would make shopping more irksome and time consuming for me.

80	UNP21/LS/01 In principle we like the proposal for the Elderly persons home, light commercial, retail/food, small business. However we feel there are better options for residential housing within the town. UNP21/LS/03 Concerns about additional traffic through the existing Beeches development, also increased traffic at the junction with Ayston Road.	3/31/2021 11:21 AM
81	Further developments on the Leicester Road (other than those already commenced) are a disaster for us who live on the road both from an ecological, environmental and wellbeing viewpoint. Stop greenwashing these plans the developers are solely profit focused, we will just have another modern estate that does nothing for people or planet. NO!	3/31/2021 10:28 AM
82	Huge concern about the additional traffic on The Beeches to access Site UNP21/LS/03. 80 houses would likely add 160 cars to the estate all requiring access via one fairly narrow road. Similarly to lesser extent another 63 houses accessed via The Firs.	3/30/2021 11:18 PM
83	UNP21/LS/03 : the development requires public footpaths through to the Quadrant to reduce car usage for those going into Town. This survey makes no mention of proposed service station on the far side of the A47 island which extends Uppingham beyond the natural boundary of the A47 and impacts the mixed use element of 2 of the proposals.	3/30/2021 9:52 PM
84	Site UNP21/SS/01, we need affordable housing but this site is too elevated. Site UNP21/SS/02 the entrance from Stockerston Rd is very narrow unless more land is taken from no. 7 Mrs. Fenelon's land.	3/30/2021 6:41 PM
85	Proposed bypass does not bypass uppingham, therefore not a bypass. Also incumbent on Bloor Homes estate existing owners which is mightily unfair considering the property values in that area which currently enjoy open views across countryside and were purchased on that premise. Any bypass should completely bypass the town running from A6003 at Stoke Dry turning perhaps to link directly with the A47, else what use is it directing traffic along minor routes through a developed area along Leicester Road? Hugely unpopular suggestion as far as the residents of The Elms, Bloor are concerned.	3/29/2021 11:17 PM
86	The Leicester Road plan with a feeder road to a potential bypass is particularly alarming. Uppinghams assets lie with the town's unique traditional offerings, AND the outstanding countryside on almost every residents doorstep. This kind of development pushes that further and further away and is totally unnecessary.	3/29/2021 10:05 PM
87	I believe that Leicester road and seating road make sense. All the other sites will upset the community and spoil the views. There is already too much land being spoilt by concrete jungles. Let's not spoil Uppingham.	3/29/2021 6:55 PM
88	If any further housing needs to be added to Uppingham then I feel it should be done where the newer housing estate has already been placed (Leicester Road) This way this is not going to impact any current residents and there views, property prices etc	3/29/2021 6:53 PM
89	The additional developments do not outline for more community support i.e. additional schools, doctors etc. A bypass outlined on the Langton Homes proposal will make surrounding property unattractive to future sales, and unsafe for such a family housing area within the Bloor estate.	3/29/2021 6:39 PM
90	I would like a project that brings something more than just new housing to Uppingham	3/29/2021 9:22 AM
91	We are totally opposed to UNP21/LS/05 which is the Larkfleet proposal. 1. The site location is inappropriate for this sort of development because of the difficulty of access onto the A6003 opposite the entrance to Uppingham Gate and the proximity of the roundabout where further development is anticipated. The addition of a supermarket and attendant traffic will only serve to make this problem worse. 2. Larkfleet's proposals to develop this land have already been turned down by the community and have also been the subject of significant and costly legal argument incurred by the town. 3. The developer has a poor reputation for the quality of its building and failure to deal swiftly with purchasers' complaints. Several MPs in the East Midlands have been involved in trying to bring about resolutions in such matters.	3/28/2021 8:25 PM
92	Larkfleet are traitors and we must not forget that they took RCC to the High Court because they did not agree with neighbourhood plans. I have heard also that their customer service is very poor. I certainly do not see why we need so many homes with little work and/or additional facilities	3/28/2021 5:09 PM

93	Proposed developments should now stipulate the fitment of renewable energy solutions (Solar PV, Heat Pumps, etc.) as it is imperative that these technologies are integrated at point of build to fully realise their efficiencies. A condition of planning should be that no Oil/Gas boilers are installed on premises - thus driving forward environmentally friendly technologies. A fantastic example is West Highland Housing Association / Sunamp who have integrated latest technologies to reduce CO2 output. The future of Uppingham should be green.	3/28/2021 11:58 AM
94	re LS03, Beeches, Opposed because The Beeches has a single access road. Another 80 houses will mean 160 cars or more, plus addl commercial heavy trafficmaking home deliveries for on-line shoppers, which the entry route cannot safely sustain. Residents of 'The Beeches road' would be subjected to significantly increased environmental pollution, disruption and safety hazards which is unacceptable.	3/28/2021 9:35 AM
95	My feeling is that the last NP was a completely token gesture towards taking into account local opinion. Despite that previous plan laying limits on the proposed developments in terms of number and size of residential units for sites such as Leicester Road, the views seem to have been ignored by the planning committee. Local green sites are being gobbled up and crammed with housing units that don't address local needs in the form of better housing and facilities for an ageing population in a post covid world.	3/28/2021 8:31 AM
96	No provision for facilities health, leisure, recreational	3/28/2021 6:51 AM
97	Whilst it is a very kind gift to assist younger people in getting on to the housing ladder the site does not lend itself to housing of any description due to the proximity and continual pump noise from the sewage works.	3/27/2021 6:37 PM
98	It is clear that lots of hard work and meticulous thought has gone into this document. Our local councillors should be applauded for their work. It is always difficult to see the open countryside we do cherish with artist's impressions of houses on it but our children have to live somewhere, and the locations chosen are appropriate and proportionate. My only suggestions would be that a family dining pub should be included at Uppingham Gate. We try to use local pubs but they are often inappropriate for anything other than a quick drink. A large pub with a play area would be very welcome. And I would also please urge you to think about providing a multi-use games area for our teens somewhere in your plans. Tod's is monopolised by the adult male football team, has no goals and is covered in dog poo. Our children can no longer play cricket or football in the streets because of housing density and the volume of passing traffic and parked cars. An small, enclosed MUGA, like the one at Gretton park or at the park in Stamford would give our bored teens something to do and would keep them active. Maybe developer contributions would help pay for it? Many thanks for all of your hard work.	3/27/2021 12:14 PM

17 / 17

Appendix 8: Manual Responses relating to potential development sites - Booklet April 2021

Developers' Proposals Feedback Form (33 manual forms)					
Resident of Uppingham?	Yes	31			
	No	0			
	Unstated	2			
Q1	1	3			
	2	1			
	3	8			
	4	8			
	5	11			
Q2	1	2			
	2	3			

	3	10			
	4	9			
	5	7			
Q3	1	2			
	2	1			
	3	10			
	4	7			
	5	9			
LS/01	1	6			
	2	1			
	3	7			
	4	6			
	5	10			
LS/02	1	6			
	2	6			
	3	8			
	4	2			
	5	7			
LS/03	1	11			
	2	1			
	3	7			
	4	5			
	5	7			
LS/04	1	5			
	2	4			
	3	8			
	4	2			
	5	11			
LS/05	1	12			
	2	3			
	3	8			
	4	0			
	5	8			
SS/01	1	3			
	2	3			
	3	4			
	4	6			
	5	13			
SS/02	1	11			
	2	6			
	3	4			

	4	1			
	5	9			

Additional Comments

Seaton Rd houses - an odd site sandwiched between sewage works & solar farm, also too far out of town to be family-friendly

Too much development if all the projects go ahead

Houses with views being built destroying the views of houses that have views. Why? Doubtless said houses will be thrown-up, shoddily-built, unaffordable boxes

The estates have enough traffic throughput as they are now, with potentially 160 more cars (2 for each new build) Parking/doctors/dentists all stretched to capacity already

The people who can afford these houses won't work locally and will not be spending money in the town

The consultation booklet provides no context for the proposals, e.g. housing requirements for the plan period

LS/02 access should be via LS/05 development, to reduce traffic on Firs Ave and Goldcrest is too narrow for access to 63 homes

LS/04 should be only after other sites finished

LS/01 we don't need a Macarthy & Stone (rip-off). Access to store from A47 would be dangerous

A commitment to affordable housing for young people/key workers is a priority. Safe & easily accessible vehicular access is also important.

Sites which threaten ecological damage to the environment should be avoided, e.g. UNP21/SS/02. This particular proposal would destroy part of a green corridor which runs from east to west & includes an arboretum & conservation area

Two supermarkets on the A47 would kill the High St. Too much building all at once along the A47

SS/02 This field has great ecological value. It is a lung & a wildlife corridor, along the stream & the hedgerow which dates from the Act of Enclosure 1604. 40 varieties of birds seen, 11 varieties of mammals, incl. bats. Would involve difficult & hazardous access onto Stockerston Rd. Would overlook girls' boarding house - Samworth. This small development would inevitably lead to a larger development

LS/03 too many houses. LS/04 is outside bypass. LS/05 housing too near to supermarket

Affordable housing the most important as it is badly needed

All of the projects which I have scored 1 appear to be entirely opportunistic and severely lacking in detail

I do not agree with any further developments in Uppingham. Housing should go to St George's Barracks & all supporting development to make it entirely sustainable & self-supporting

Overcrowding!

Uppingham & the Beeches become too big, increased traffic - children - residential area - traffic already frive too quickly & increased volume would make the roads more unsafe

Why does access have to be through the exitsing housing estate? Again safety issues, especially for older people & children. Devaluaion of house prices due to increased size of the estate.

LS/05 & LS/02 if both given planning will create 1 big housing estate although cleverly shown as separate planning. Also contributing to urban sprawl right out to A47 Uppingham roundabout

LS/03 Access via The Beeches for up to 80 more houses (approx 160 cars etc) will create traffic problems as (a) entry/exit to Ayston Rd @ T junction, Ayston is a fast, busy road at times, (b) people often park on Beeches Rd and this will cause congestion, thus greater pollution. Suggest add access from LS/01 development to back of Beeches estate to alleviate/spread traffic load on Beeches/Ayston Rd junction

Any development's access should be considered very carefully - preferably any access should be independently constructed & not added to existing developments. Thus the problems & disturbance of construction vehicles & the added weight of vehicles resulting from the new houses does not become unbearable to other residents.

All of the proposals are viable - as long as developers cannot get out of building affordable homes by paying a fine, which is what has happened in the past. It's a joke! And us residents do know this is what is allowed to happen.

I really do not understand this survey as it is just a sales brochure. It doesn't give any pros and cons and I cannot understand what practical purpose it is supposed to serve. It seems to me that this booklet is a waste of our Council Tax.

I would only support the site LS/03 off the Beeches estate if number of houses scaled back significantly, with physical separation from the Beeches, and new access to the north to link up to Uppingham Gate development SS/02 Dangerous access onto Stockerston Rd. Shame about loss of countryside space

LS/05 Access too close to roundabout. Don't want a food store such as Aldi

The Larkfleet proposal to include a supermarket is totally inappropriate for that site and within the housing development. Entrance to the site is too near the roundabout

The proposed Robinsons development will put too much traffic down Firs Ave and develop a side of the bypass that otherwise remains undeveloped

The town has enough new developments as we do not have the infrastructure to support all these homes. The doctors, dentist already do not have the capacity to deal with the new houses. The traffic is going to be horrendous going through the town especially at the traffic lights. The new housing along the Leicester Rd is far too much. The main attraction of the town is its small centre which will become completely dominated by all the new builds on so many sites around the town. It would be much more sensible to build a new village with everything like shops, surgeries, transport links laid on one site. It must have links to main routes.... (it goes on in the same vein)

The only housing I agree to is affordable housing for key workers of the town. All other modern housing estates can be built elsewhere if they are proven to be required.

Larkfleet Ayston Rd: The map suggests that on its northern border it has strayed across the A47. Those of us who drew up the first plan all agreed that the A47 would be a fixed border. Once crossed you would get inevitable creep to Ayston & Preston.

Fenelon development: Not suitable for several reasons. The main one is another access onto Stockerston Rd. When Uppingham School is in residence, staff cars make this road extremely tricky with through traffic trying to use what is turned into a single lane from both directions.

The Town Council should make every effort to prevent the proposed petrol station & extended facilities north of the A47. That may make it necessary to offer land to the south which could affect some other plans

Can Uppingham Town Centre cope with all this development? Think about the schools & all the extra building that will be needed there.

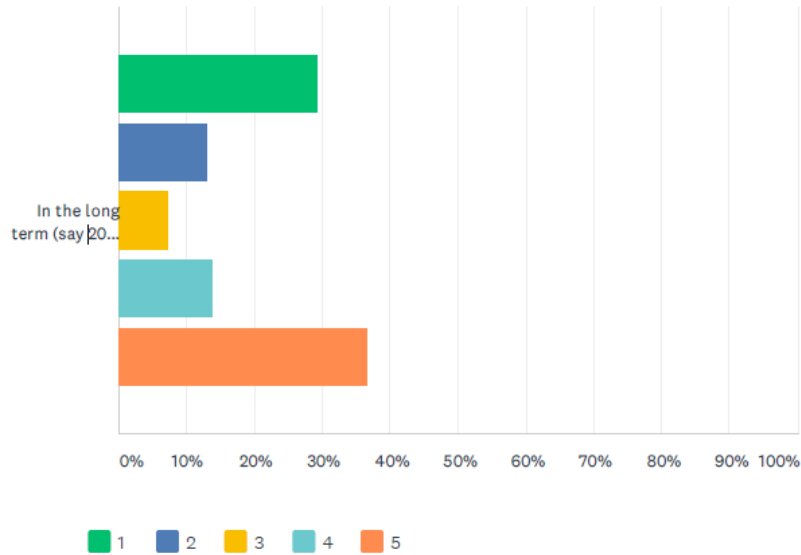
Appendix 9: Summary of Community Feedback on potential development sites

PUBLIC FEEDBACK ON INDIVIDUAL SITES												
a) Booklet												
Survey Monkey data												
	LS/01	LS/02	LS/03	LS/04	LS/05	SS/01	SS/02					North of Leicester Road
	31	53	57	49	66	28	42					
	40	56	44	38	46	44	36					
	99	99	75	93	78	87	96					
	152	108	100	104	108	124	112					
	250	145	215	230	155	310	260					
	572	333	481	514	453	593	546					3.17 N/A
			2.71	2.85	3.01	2.62	3.45					
Manual Data												
	6	6	11	5	12	3	11					
	2	12	2	8	6	6	12					
	21	24	21	24	24	12	12					
	24	8	20	8	0	24	4					
	50	35	35	55	40	65	45					
	103	343	85	2.87	3.33	110	84					2.71 N/A
			2.89	2.87	3.33	2.65	3.79					
Combined data												
	572	461	491	514	453	593	546					
	103	85	89	100	82	110	84					
	675	334	580	614	595	703	630					3.10 N/A
			2.74	2.86	3.05	2.62	3.50					
Ranking												
	2	6	5	4	7	1	3					
Points scored on model												
	6	2	3	4	1	7	5					1 (did not get scored)
b) Developers Morning												
Average scores												
	3.8	Did not attend	Did not attend	3.7	3.2	4	3.2					Did not attend
Ranking												
	2			3	4	1	4					
Points scored on model												
	6	1	1	5	4	7	4					1

Appendix 10: Results of Survey Monkey relating to a potential bypass - Booklet April 2021

Q1 On a scale of 1 to 5 (with 1 being 'not at all desirable' and 5 being 'extremely desirable') please rate your views of the following:

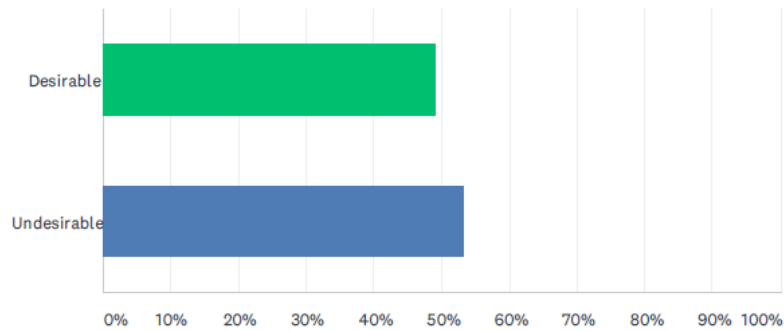
Answered: 123 Skipped: 1



	1	2	3	4	5	TOTAL
In the long term (say 20 years), would the building of a north/south bypass have a desirable/undesirable impact on the town?	29.27%	13.01%	7.32%	13.82%	36.59%	123
	36	16	9	17	45	

Q2 In the long term (again, say 20 years) do you believe the building of a north/south bypass around Uppingham would have a desirable or undesirable impact on local businesses?

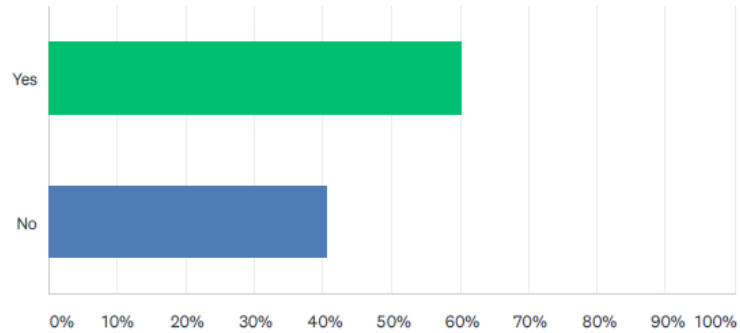
Answered: 120 Skipped: 4



ANSWER CHOICES	RESPONSES
Desirable	49.17% 59
Undesirable	53.33% 64
Total Respondents: 120	

Q3 Should the Town Council indicate the possible build line of a north/south bypass in the updated Neighbourhood Plan and seek funding to build it, perhaps in stages, during the next 30 years?

Answered: 123 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	60.16%	74
No	40.65%	50
Total Respondents: 123		

Q4 What other comments do you have on the long term need for a north/south bypass around Uppingham?

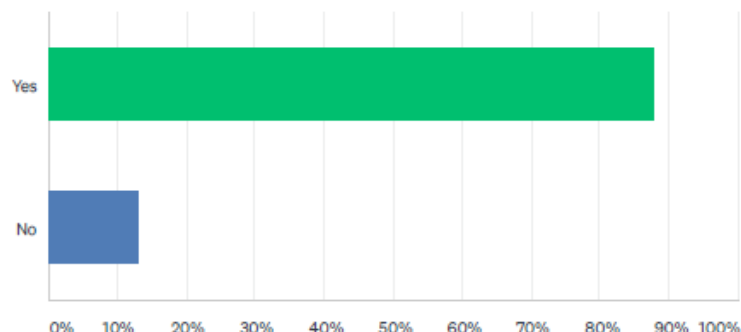
Answered: 99 Skipped: 25

Q5 In which part of Uppingham do you live?

Answered: 117 Skipped: 7

Q6 A 60% increase in vehicular traffic is predicted by 2030. Should the Town Council consider environmental policies that will discourage heavy vehicles from using the route?

Answered: 116 Skipped: 8



ANSWER CHOICES	RESPONSES
Yes	87.93% 102
No	12.93% 15
Total Respondents: 116	

Appendix 11: Results of Manual Feedback on Booklet – Bypass

Bypass Questionnaire

(26 manual responses)

- Q1
- 1
 - 2
 - 3
 - 4
 - 5
- Q2 Would lessen noise & pollution of through traffic but would have impact on business
 In 20 years are vehicles not electrical?
 It would remove through traffic from the centre of Uppingham
 Safer in the town, less lorries and traffic. Good to have a cycling route too
 End up as a ghost town like Oakham
 Through traffic provides trade
 It should have been started 20 years ago
 Traffic is likely to increase in the next 20 years, and already we have regular jams around the traffic lights in town
 Necessary for economic development
 It would get rid of heavy through traffic in the town centre
 The Ayston Rd has become very busy since the A47 bypass was constructed
 Far too much heavy traffic passes through the town on the A6003
 Travelling through the town makes people aware what a nice place it is, and then probably they will visit
 To get the heavy traffic out of the town
 The attraction of living in Uppingham is the very personal nature of the centre - a real community asset
 A review of towns that have gone for bypasses (e.g. Oakham) have seen a significant decline in business.
 If you're on a bypass, you never stop to buy something @ small towns

A route to the east would help industry

Hopefully would end the heavy traffic from Aston Rd/Orange St and on to Corby

A bypass would reduce the number of HGVs, making it a lot quieter - and reduce passing traffic considerably
Because of ongoing congestion and disruption, noise and fumes

Hopefully in 20 years' time traffic will have changed from now - less pollution/noise/volume

Q3 **1**
2
3
4
5

Q4 Driving through an attractive market town will attract passing trade

It will not necessarily attract visitors to Uppingham

Advantages/disadvantages to both. Loss of trade for High St & might suffer, but traffic issues are negative

If people want to shop in the town, they will come in.

It's obvious to anyone with a brain. Safety & pollution

Trade from passing traffic would be lost, which would help local parking but there are more important considerations
I look at places such as Oundle which has kept its heritage status. The bypass has not deterred visitors to the town centre.

Local shops benefit from passing trade

People would be attracted to the town more

More room for residents' parking, and shopping will improve. Lots of new residents with so much new housing

People already travel to Corby or P'boro for what they can't get in Uppingham, so local businesses who offer a personal & efficient service should be safe

With a bypass Uppingham would once again become a market town

Vital to support local growth

It would encourage visitors to shop as the town would be more peaceful & more attractive

End up as a ghost town - no one will stop in Uppingham

Bypasses kill towns

Possibly of benefit to Station Rd industrial estate for access which is very poor & awkward at present

Q5 **Yes**
No

Q6 **Yes**
No

Q7 What are the opportunities for rail - present and future?

Must allow for waste/delivery vehicles, ambulances & fire engines

Divert HGVs via Duddington, if practical

Dissuade traffic from town centre. Fumes etc problematic

Toll on vehicles dependent on length (artics) or weight. Income to be used to benefit all of Uppingham.

Large/20-40tons should go via A47/A43 to Corby and beyond. Having a bypass will only encourage more trucks = more pollution around Uppingham & villages

Why is a weight limit not allowed? Can't it be challenged?

I don't understand why we can't have a weight limit

Whatever is possible. Weight limit is important & should be enforced or encouraged

There is no viable alternative at present, so the Council should take into consideration the environmental issues of building the best bypass route. Not sure what the alternative routes would be, but farmland will have to be disrupted, so least possible disruption to agricultural land would be preferable.

I had a shop in Orange St 1982-2002 and even then the heavy vehicles caused untold problems, i.e. vibration causing stock to fall in the windows, and damage to pavements when wheels breached the edge

A weight limit should be sought, or a limitation on number of axles

Heavy goods vehicles from Corby should have to use the A43 and in the opposite direction as well. That would solve Caldecott's problem as well.

The environmental policies which are of most importance must be the reduction of road traffic to address the climate change reality

7.5 ton need bypass first

Street furniture to dissuade lorries + chicanes

Like Stamford has done, divert heavy traffic onto A43 to Corby

Toll heavy vehicles

A weight limit is needed - possibly make the town a clean-air zone or solely residential traffic, with delivery exceptions

Q8 How accurate is the 30% increase?

Anything which would reduce the noise pollution and an unhealthy environment is key

Traffic only builds up for a short period am and pm - not necessary or financially justifiable

The weight of traffic is increasing - at times it is v. difficult to exit the Beeches - the flow of traffic can be continuous
If/when a bypass is built, that the land inside is not then completely built on

I don't believe there is or will be a need. Compared to other communities elsewhere we do not have a problem and should not therefore waste our resources

It is needed to relieve the market town of wear & tear & fumes

Any route would be welcome - the east might be easier due to hillsides

We need to reduce the lorry traffic in some way

It is needed now or within the next few years if the rate of growth is as planned

The resolution of the climate change disaster must control road traffic policy, so building of new roads must be discouraged

It isn't a long-term problem - it needs to be a short-term urgent problem and addressed using special powers. Not just discourage but prohibit HGVs on the A6003

Inevitable. Take into account bicycle and pedestrian use, and do not create a speed way.

It is essential

A route to the east would be beneficial

Cycling route and a footpath

Traffic is already excessive by HGVs

Industrial development would benefit by eastern route. Parking & congestion in town will be a big issue without bypass

The north/south road via Caldecott is not suitable for heavy vehicles

Bypasses can create increase in density of building projects, hence more traffic, e.g. Oakham

Q9 Spring Back Way (x2)

The Beeches (x3)

The Elms

East End opposite the upper

High St East (x2)

West of centre (x3)

Western edge (x2)

North (x3)
Stockerston Rd
Lime Tree (x3)
Orange St
Norton St
Wheatley Ave

This page is intentionally left blank

The Uppingham Neighbourhood Plan
Submission Version (June 2023)
CONSULTATION STATEMENT VOLUME TWO
REGULATION 14

Contents

Introduction and overview.	2
Timetable	3
Appendices and supporting documentation	4
Appendix 1: Outcomes of external consultation (Regulation 14) Overview	4
Appendix 2: List of External consultees	7
Appendix 3: Table 1 Consultation Responses and suggested actions	8
Appendix 4: Table 2 Comments from individual resident concerning housing numbers and government policy.	42
Appendix 5: Table 3 – Notes of Uppingham Vanguard Board meeting on 26 th January 2023 (for information).	44
Appendix 6: Table 4 Comments submitted by Rutland County Council (Monday 20 th February 2023, by prior agreement).	46
Appendix 7: Summary of Community Consultation Outcomes	58
Appendix 8: Categorisation and analysis of community comments.....	59
Appendix 9: Regulation 14 Detailed Public comments - verbatim	67

Introduction and overview.

This volume of the Uppingham Neighbourhood Plan Consultation Statement needs to be read in conjunction with Volume One which deals with the period between January 2016 (when the original Uppingham Neighbourhood Plan was “made”) through the decision in August 2016 when Uppingham Town Council agreed to “refresh” the Neighbourhood Plan and all the actions and community involvement from that time until the Regulation 14 version was published for consultation with both external consultees and the wider community of Uppingham between January and February 2023. Volume One also sets out the methodology of how those responses were received, recorded and acted upon and this Volume is going to provide all the detail of the consultation following the public consultation period that ended on 17th February 2023. The story in this second volume ends with the submission of the refreshed Uppingham Neighbourhood Plan for the Regulation 16 version.

Uppingham Neighbourhood Plan



2013 –2026



Final Edition

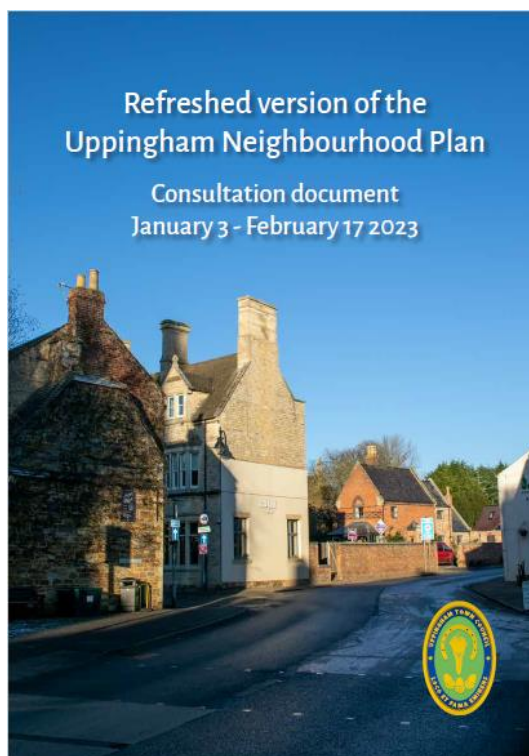
prepared by

Uppingham Town Council

January 2016

Refreshed version of the Uppingham Neighbourhood Plan

Consultation document
January 3 - February 17 2023



The Town Council decided to broadly follow the same communication path that had been used in the production of the existing Neighbourhood Plan and whilst electronic copies of all key consultative documents (and the Regulation 14 Version of the Plan itself) can be found on the dedicated Uppingham Neighbourhood Plan Website www.uppingham-neighbourhood-plan.com the decision was taken to produce a printed hard copy of the plan that was physically delivered to every household and business within Uppingham.

The benefits of producing both hard copies and electronic copies of our Neighbourhood Plan were to try and capture the views of as wide a range of people within the process as possible. These benefits included:

- More focus on priorities identified by our community;
- Influencing the provision and sustainability of local services and facilities;
- Enhanced sense of community empowerment;
- An improved local understanding of the planning process; and
- Increased support for our Neighbourhood Plan through the sense of community ownership.

The Neighbourhood Plan process had clear stages in which the Town Council have directly consulted the community and external consultees on aspects of the emerging refreshed UNP, including events, surveys and presentations. Section 15(2) of part 5 of the Neighbourhood Planning Regulations (as amended) 2012 sets out that, a Consultation Statement should be a document containing the following:

- Details of the persons and bodies who were consulted about the proposed Neighbourhood Development Plan;
- Explanation of how they were consulted;
- Summary of the main issues and concerns raised by the persons consulted; and
- Description of how these issues and concerns have been considered and, where relevant, addressed.

The refreshed UNP also received targeted support from officers at Rutland County Council (RCC) at various stages in the Plan process, and was also advised by an independent planning consultant and supported by the local councillors for the Plan Area. This advice and support has helped to guide and direct the UNP process.

Our Consultation Statement outlines the stages which have led to the production of the refreshed UNP in terms of consultation with residents, businesses in the town, stakeholders and statutory consultees. In addition, it provides a summary and in some cases, detailed descriptions of the consultation events and other ways in which residents and stakeholders were able to influence the content of the Plan. The appendices detail the procedures and events that were undertaken and how the outcomes have been addressed in the content of the UNP. The consultation stages in this statement are summarised in the timetable below.

Timetable

11 th January 2016 - 7 th December 2022	Details covered in Volume One of the Uppingham Neighbourhood Plan Consultation Statement
7 th December 2022	Uppingham Town Council formally signed off the Regulation 14 document of the refreshed UNP and authorised the consultation period to be between 3 rd

	January 2023 until 17 th February 2023. Two Council organised “drop-in” sessions would be available to the public where Councillors would answer any questions of fact that were raised. A printed copy of the Regulation 14 document would be delivered to every household and business within Uppingham prior to 3 rd January 2023.
19 th January 2023	At the Neighbourhood Forum very detailed discussion of all the potential development sites given in the Regulation 14 Consultation Document took place. Using a screen based map of the development areas proposed in the town, Neighbourhood Plan Champion and Neighbourhood Plan Advisory Group (NPAG) Lead Councillor Ron Simpson BEM led the meeting through an analysis of the key policies and aspirations of the Regulation 14 edition of the updated Uppingham Neighbourhood Plan.
26 th January 2023	Update given by Leader of Rutland County Council on the Local Plan to the Vanguard Board. Detailed discussion took place on the Regulation 14 version of the refreshed UNP that was currently out for consultation.
17 th February 2023	The Regulation 14 consultation finished and 150 responses were received from the public, plus 19 substantive responses (primarily from external consultees).
21 st March 2023	NPAG working party held to discuss and consider feedback from External Consultees and the general public.
27 th April 2023	Second NPAG working party held to discuss and consider feedback from External Consultees and general public. Decision taken to split Consultation statement into two volumes. Volume One will be from Inception of decision to refresh the Uppingham Neighbourhood Plan to Regulation 14 and Volume Two will deal solely with the Regulation 14 process, the feedback received and how this was dealt within the submission version (Regulation 16).

Appendices and supporting documentation

Appendix 1: Outcomes of external consultation (Regulation 14)

Overview

Introduction

The formal consultation on the Draft Neighbourhood Plan (UNP) ran for just over six weeks from Tuesday 3rd January 2023 until 4pm on Friday 17th February 2023. Alongside the community consultation, an email notification (see below) was sent to over 60 external organisations and individuals on 3rd January 2023. A reminder email was sent on 25th January 2023 (see below). The list of consultees is given in Appendix 2.

Text of Emails sent on Tuesday 3rd January 2023 and Wednesday 25th January 2023

03/01/23 Good morning, I am writing to you on behalf of the Uppingham Neighbourhood Plan Advisory Group (NPAG) and Uppingham Town Council. The existing Neighbourhood Plan (NP), which was “Made” in January 2016, is being reviewed. The existing plan has been successful but aspects of it are now becoming out of date. The review will be comprehensive. It includes proposed new (housing and employment) sites and some other new policies.

Your comments on the Draft version of the refreshed Uppingham NP are therefore invited. This is a formal consultation, in accordance with the Neighbourhood Planning (General) Regulations 2012 (Regulation 14). It is running for just over six weeks, from Tuesday 3rd January 2023 until 5pm on Friday 17th February 2023.

Uppingham is in the county of Rutland and the Local Planning Authority is Rutland County Council. The Designated Neighbourhood Plan Area is unchanged from the current NP.

The Draft Plan and background documents may be viewed on this website: [Home - Uppingham Neighbourhood Plan \(uppingham-neighbourhood-plan.com](http://Home - Uppingham Neighbourhood Plan (uppingham-neighbourhood-plan.com) There are many documents on the website, but the key things for you to look at are:

- The Draft Plan (Refreshed Version of the Uppingham Neighbourhood Plan
- Housing Sites Selection Report
- Strategic Environmental Assessment
- Habitat Regulations Assessment

Hard copies of these documents are available to view at Uppingham Town Hall.

The external consultation is running in parallel with a community consultation, including a survey (Consultation Survey), which is also on the above website. You may use this if you wish, but a written email response to clive.keble@btopenworld.com is preferred. In addition, two drop-in sessions have been organised at the Town Hall. Although these are non-technical and primarily aimed at residents and businesses, you will be welcome to come along should you wish. They are on Saturday 21st January and Tuesday 24th January.

In the meantime, please do not hesitate to contact me with any general questions or technical queries on the Draft Plan, either by email or phone on 07815 950482, but please note that I will be “out of office” from 13th to 22nd January. Thank you in anticipation of your attention on this matter and I look forward to hearing from you by the deadline of Friday 17th February 2023.

N.B. Many organisations/people are included in the consultation. To comply with GDPR, email addresses have not been shared.

Clive Keble (MRTPI) - Clive Keble Consulting (for Uppingham Town Council & Neighbourhood Plan Advisory Group).

25/01/23 Good afternoon Thank you to those organisations and individuals who have who have already submitted comment on the Draft Uppingham Neighbourhood Plan, in response to my email dated 03/01/2023 (see below).

This is reminder to others that if you wish to submit comments, the deadline of Friday 17th February is not that far away now.

I look forward to hearing from you.

Clive Keble (MRTPI) Clive Keble Consulting (for Uppingham Town Council & Neighbourhood Plan Advisory Group).

Nineteen substantive responses were received, as set out in Appendices 3 to 6. Rutland County Council submitted a comprehensive set of comments which have been considered by the Neighbourhood Plan Advisory Group in the same way as the others. Their comments are outlined in Appendix 6.

Within the substantive comments, the submissions by Matrix, Langton, Marrons, Vistry and DLP include the interests of several other landowners/developers. Consideration has also been given to comments on housing numbers and allotments submitted by two individual residents/the allotment association. The notes of a meeting of the Uppingham Vanguard Board, which involved businesses landowners and developers, have also been included as evidence of targeted engagement but these are presented for information rather than analysis.

The tables includes analysis of comments and suggested responses, including proposed amendments to the Draft Plan, prior to Submission.

Summary of main questions/issues (Comments/responses are set out in full in the tables below).

1 Concern that the two allotment sites in Uppingham should be specifically protected and identified as Local Green Spaces. *This appears to be a reasonable request.*

2 Support from landowners and developers for the approach to new housing. *Welcomed.*

3 Requests from landowners/developers to increase the housing requirement (based on a bespoke local needs assessment) with adjusted numbers and densities on some sites. *Taking into account the national and RCC policy context for dwelling numbers, design/landscape considerations and (importantly) the community consultation outcomes, these increases are not considered to be justified.*

4 Community and individual concerns over proposed new housing numbers. *This is being addressed.*

5 RCC concerns that housing densities, site capacities and housing mix need to be more fully explained and justified. *This is being addressed.*

6 RCC concerns that additional highways input is required for development sites. *Being considered.*

7 RCC comments that elements of heritage policies are not necessary. *Disagree.*

8 RCC request for clarification on proposed commercial and retail development on Ayston road and Uppingham Road. *This matter is being addressed.*

9 RCC concerns over detail in/need for) Station road and Welland Vale policies. *Agree to amendment but policies to be retained.* (NB Many RCC suggestions can be incorporated into Submission Version).

10 CPRE concerns over infrastructure (*to be addressed*) and housing requirements/need for an updated Housing Needs Assessment – *not considered to be necessary or appropriate.*

Appendix 2: List of External consultees

Local Authorities

County Council (Planning & request to include Highways, Heritage, Countryside, Minerals, Education & Social Services). East Midlands Councils.

Adjoining Parish Councils or Meetings

Ayston Parish Meeting
Bisbrooke Parish Meeting
Lyddington Parish Council
Stoke Dry Parish Meeting
Wardley Parish Meeting

Politicians

MP Alicia Kearns and County Councillors (Stephenson, Moxley & Lambert)

Government Departments and Agencies

Coal Authority
Homes England
Natural England
Environment Agency
Historic England
Highways England
The Marine Management Organisation
Sport England

Services

National Grid
Severn Trent Water
Anglian Water
Police
East Leicestershire & Rutland CCG
Mobile Operators

Landowners & developers

Matrix Planning Ltd
Stephen Wright
Ben Cripps (Langton Homes)
Dan Robinson-Wells (Marrons Planning)
Hannah Guy (Allison Homes)
Vistry Group Planning Manager
Ancer Spa (Simon Pease)
Uppingham Homes Community Land Trust
King West
SEC Newgate
Welland Vale

Others

Rutland CPRE

Leics. & Rutland Wildlife Trust

Rutland Natural History Society

Greater Lincolnshire Local Enterprise Partnership

Mobile Operators Association

Longhurst Housing

NFU

Diocese of Peterborough

NHS E Leics. & Rutland CCG, NHS Property Services & Rutland public health

Schools

Uppingham School

Uppingham Community College

Uppingham C of E Primary School

Community/Voluntary Organisations

Uppingham Football Club

Uppingham Bowls Club

Uppingham Cricket Club

Uppingham Library (RCC)

Uppingham Scouts

Uppingham St Peter & St Paul (C of E)

Uppingham Methodist Church

Appendix 3: Table 1 Consultation Responses and suggested actions

Organisation /date	Comment	Suggested actions
3/1/23 Coal Authority	<p>Thank you for your notification below regarding the Review of Uppingham Neighbourhood Plan - Regulation 14 Consultation on the Draft Plan.</p> <p>The Coal Authority is only a statutory consultee for coalfield Local Authorities. As Rutland County Council lies outside the coalfield, there is no requirement for you to consult us and / or notify us of any emerging neighbourhood plans.</p> <p>This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.</p>	No action needed

<p>13/1/23 Natural England</p>	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made. Natural England does not have any specific comments on this Pre-submission neighbourhood plan. However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.</p>	<p>No action needed</p>
<p>16/1/23 Sport England</p>	<p>Thank you for consulting Sport England on the above neighbourhood plan. Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important. It is essential therefore that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Pars 98 and 99. It is also important to be aware of Sport England’s statutory consultee role in protecting playing fields and the presumption against the loss of playing field land. Sport England’s playing fields policy is set out in our Playing Fields Policy and Guidance document.</p>	<p>No action needed. The Draft NP contains appropriate policies to protect open spaces (OS1) and to require provision as part on new development (OS2)</p>

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England provides guidance on **developing planning policy** for sport and further information can be found via the link below. Vital to the development and implementation of planning policy is the evidence base on which it is founded.

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with Par 99 of the NPPF, this takes the form of **assessments of need and strategies for indoor and outdoor sports facilities**. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy. If it has then this could provide useful evidence for the neighbourhood plan and save the neighbourhood planning body time and resources gathering their own evidence. It is important that a neighbourhood plan reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.

Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Developed in consultation with the local sporting and wider community any assessment should be used to provide key recommendations and deliverable actions. These should set out what provision is required to ensure the current and future needs of the community for sport can be met and, in turn, be able to support the development and implementation of planning policies. Sport England's guidance on assessing needs may help with such work.

<http://www.sportengland.org/planningtoolsandguidance>

	<p>If new or improved sports facilities are proposed Sport England recommend you ensure they are fit for purpose and designed in accordance with our design guidance notes. http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</p> <p>Any new housing developments will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then planning policies should look to ensure that new sports facilities, or improvements to existing sports facilities, are secured and delivered. Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.</p> <p>In line with the Government’s NPPF (including Section 8) and its Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England’s Active Design guidance can be used to help with this when developing planning policies and developing or assessing individual proposals.</p> <p>Active Design, which includes a model planning policy, provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of developing a neighbourhood plan to help undertake an assessment of how the design and layout of the area currently enables people to lead active lifestyles and what could be improved.</p> <p>NPPF Section 8: https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities</p> <p>PPG Health and wellbeing section: https://www.gov.uk/guidance/health-and-wellbeing</p>	
--	--	--

	<p>Sport England Active Design Guidance: https://www.sportengland.org/active-design <i>(Please note: this response relates to Sport England planning function only. It is not associated with our funding role/grant application/award)</i></p>	
17/1/23 Natural England	<p>Thank you for consulting us on the Neighbourhood Plan Review for Uppingham. We aim to reduce flood risk, while protecting and enhancing the water environment. We have had to focus our detailed engagement on those areas where the environmental risks are greatest. Based on the environmental constraints within the area, we have no detailed comments to make in relation to your Plan. However, as the Plan includes site allocations which are located on Secondary A aquifers you may wish to refer to our Groundwater Protection guidance: https://www.gov.uk/government/collections/groundwater-protection</p>	Reference will be made to the need for developers to take account of this guidance. A clause can be added to the rationale for Policy H4
25/1/23 (Uppingham Allotment Society)	<p>Thank you very much for this response and I will come back to you and the Town Council once I have had a chance to consult with the members of our allotment society and the National Allotment Society. Our concern is that whereas Town Councils continue practically in perpetuity, their constituent parts, which is to say council members, do not. There is therefore a danger that despite the best intentions of the current council, a change of councillors could lead to a change of council policy and a subsequent threat to the allotments. Some years ago allotments on Tod's Piece were taken for social housing and at that time a covenant was put in place to "protect" the remaining allotments. Despite this action, in Spring last year we discovered that the allotments were again being considered as potential land for the construction of "affordable homes". In other words, the undertaking given some years ago not to develop the allotments was being reconsidered by the current council. We are therefore looking for a solution which provides as much protection as possible for the allotments over the long term.</p> <p>As agreed, I am contacting you on behalf of the Town Council (TC) and the Neighbourhood</p>	See below. It is considered that this request is reasonable and it reflects similar comment which were submitted as part of the community consultation for the Leicester Road allotments.
25/1/23 Clive Keble email to Mr Fisher		

	<p>Plan Advisory Group (NPAG). My apologies for the delay, but I have been on holiday for the last couple of weeks.</p> <p>Policy OS 1 is based on the wording which have been used successfully in other Adopted/Made Neighbourhood Plans (NPs). Government guidance on NPs requires policies to be worded positively, hence it is necessary to set out the circumstances in which development proposals might be considered (see clauses a and b of the policy). As I understand matters, the Town Council has no intention to promote development on the allotments, which would require them to be relocated or reduced in size. I consider that it is a strength of the Policy (as drafted) that Tod's Piece and Tod's Piece Allotments are identified as separate open spaces that are to be protected, albeit that they adjoin one another.</p> <p>In looking at this matter, I have spotted a typing error in the first paragraph of the Rationale for Policy OS1, in line 3 it refers to Para. 97 of the National Planning Policy Framework (NPPF) I this reference should be to Para. 93. A correction can be made when an amended version of the NP is produced to reflect comment made during the current consultation. In the meantime, you may be reassured the by the inclusion of "Allotments" in Para. 92 C and the wording of Para. 93 C, which states: <i>"guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;"</i></p> <p>The NPAG and TC will decide if any other amendments are necessary to the NP arising from comments that are made during the current consultation.</p> <p>As an experienced and qualified Town Planner, based on comments already made, my advice to the TC and NPAG would be that it is not necessary or appropriate to amend the principles of the policy wording. However, subject to the agreement of NPAG and the TC, your suggestion that reference to green spaces as well as open spaces may be appropriate, for example:</p> <ul style="list-style-type: none"> - Title Open Spaces, Green Spaces and Environment 	<p>These amendments are considered to be reasonable by NPAG but it is further felt that designation of the two allotment sites a Local Green Spaces (LGS) is appropriate and an LGS can be added to the plan for Submission.</p>
--	---	--

	<ul style="list-style-type: none"> - 1. Protect and enhance existing open spaces and green spaces - Rationale – Open spaces and green spaces..... <p>In addition, it may also be possible to add a sentence to the Rationale which precedes the policy. Subject to agreement by the TC/NPAG, the following wording (or similar) could be added to the second paragraph, for example. “<i>The Tod’s Piece allotments, adjoining the open space are an important community asset and it is the intention of the Town Council that they will be protected. The Neighbourhood Plan is one aspect of this protection, but other activity strands apply through the ownership and management role of the Town Council.</i>”</p> <p>I hope that you find this explanation helpful. However, if you have not already done so, you may of course still wish to comment formally on the NP within the current consultation.</p>	
<p>31/1/23 (Uppingham Allotment Society)</p>	<p>Further to my email last week, I promised that I would come back both to you and Uppingham Town Council once our allotment association had had an opportunity to consult with the National Allotment Society. I understand that the Town Clerk is currently unwell and therefore this response is copied in to Councillor Ainslie instead.</p> <p>As I mentioned in my previous message, our concern is for the allotments to be properly protected against building development and therefore this needs to be recognised in the new Neighbourhood Plan. Our suggestion is that the allotments should be formally designated as “Local Green Space” because once so designated the allotments would be subject to the same development restrictions as Green Belt, with new development ruled out other than in special circumstances. We have been advised that whilst such designation would be better than the current situation, it is not a silver bullet and there is another option we could investigate.</p> <p>However, our immediate concern is to ensure that the revised Neighbourhood Plan reflects the town’s wishes (our online petition gathered in excess of 400 supporters) and indeed the town council voted unanimously in favour of this approach at a council meeting which several of us attended.</p> <p>I take heart from the fact that in your message</p>	<p>An LGS designation is possible, prompted by the consultation.</p> <p>Although adjoining Tod’s Piece the allotments are effectively separate and could be given an individual designation without prejudice to potential investment in facilities on Tod’s Piece.</p> <p>It helps that there is a PRoW from Wheatley Ave. to North Street East.</p> <p>The following NPPF LGS criteria apply:</p> <ul style="list-style-type: none"> - Proximity to community. - Not extensive. - Demonstrably special (Rec’n). <p>See above, this principle may also apply to the Leicester Road allotments,.</p> <p>An examiner may feel that POS policies adequately protect the allotments and reject an LGS, but at least the TC would have been seen to have reacted in the first instance to the consultation request.</p>

	<p>you state that reference to Green Spaces “may be appropriate” . Your suggestions regarding expanding the Rationale are welcome in principle but from our point of view the key element needs to be the intention to protect the allotments through designation as Local Green Space. I agree that the Rationale also needs to be corrected to change the reference to the National Planning Policy Framework from Para 97 to Para 93. I also agree with you that some additional words as you suggest would be helpful to underline the general view in the town that allotments are indeed community assets to be valued. However, we are uncomfortable with the second paragraph in Policy OS1, items (a) and (b) in that they appear to create an opportunity for “development proposals” and we would prefer to see these removed from the draft plan. My understanding from Councillor Ainslie is that these notes are there so that improvements such as access or fencing could be made. That is a reasonable point to make but maybe there is a better form of wording which could reflect that fact rather than what is in the plan which is open to a wide range of interpretations. It seems to me that everyone is generally agreed that the allotments need to be protected and what we want to achieve is a format which will secure them not just for now but for future generations – they are and need to remain an essential part of Uppingham.</p>	
<p>31/3/23 Historic England</p>	<p>The area covered by your Neighbourhood Plan includes a number of important designated heritage assets. In line with national planning policy, it will be important that the strategy safeguards those elements which contribute to the significance of these assets so that they can be enjoyed by future generations. If you have not already done so, we would recommend that you speak to the planning and conservation team at your local planning authority together with the staff at the county council archaeological advisory service who look after the Historic Environment Record. They should be able to provide details of the designated heritage assets in the area together with locally important buildings, archaeological remains and landscapes. Some Historic Environment Records are also</p>	<p>RCC commented on the NP prior to publication.</p>

	<p>available on-line in the Heritage Gateway http://www.heritagegateway.org.uk</p> <p>It may also be useful to involve local voluntary groups such as the local Civic Society or local historic groups in the production of your Neighbourhood Plan. Historic England has produced advice which your community might find helpful in helping to identify what it is about your area which makes it distinctive and how you might go about ensuring that the character of the area is retained. See:- https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/</p> <p>You may also find the advice in <i>“Planning for the Environment at the Neighbourhood Level”</i> useful. This has been produced by Historic England, Natural England, the Environment Agency and the Forestry Commission. As well as giving ideas on how you might improve your local environment, it also contains some useful further sources of information. See: http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/LIT_6524_7da381.pdf If you envisage including new housing allocations in your plan, we refer you to our published advice available on our website, “Housing Allocations in Local Plans” as this relates equally to neighbourhood planning. See: https://content.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/heag074-he-and-site-allocation-local-plans.pdf/</p>	<p>Local groups have been involved in the process.</p> <p>This advice will be referred to.</p> <p>This advice will be referred to.</p>
<p>5/2/23 National Highways</p>	<p>Thank you for consulting National Highways on the Uppingham Neighbourhood Plan Review which covers the period 2022 to 2041. The plan is to be in conformity with the Rutland County Council Local Plan and this is acknowledged within the document. National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In responding to Local Plan consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network and the</p>	

	<p>Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of local plans. In addition to the Circular, the response is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies. National Highways principal interest is in safeguarding the safe operation of the SRN in the area, namely the A1 which routes approximately 11 miles to the east of the Plan area. We responded to a draft version of the Uppingham Neighbourhood Plan in February 2014. At that time, we acknowledged that due to the scale and anticipated distribution of the additional development growth being proposed through the Neighbourhood Plan, it is unlikely that there will be any significant impacts on the operation of the SRN in the area.</p> <p>This Reg 14 consultation identifies sites suitable for development and these are allocated within the Rutland CC Local Plan. Other sites which are not allocated (windfall/infill) may come forward for development and will be assessed through the planning process (transport assessment). However, when considering the scale of the development concerned and its distance from the Strategic Road Network (SRN), as mentioned previously, it is unlikely that there will be any significant impacts on the operation of the SRN in the area. As such we have no further comments to make.</p>	<p>Noted, no action needed.</p>
<p>12/2/23 CPRE (Q'aire also completed)</p>	<p>Uppingham Neighbourhood Plan Consultation Response Accompanying Notes</p> <p>Given the obvious conflict of interest held by the Chair as a member of NPAG, the following notes have been prepared by the CPRE Rutland research team. They take into account the charity's observations made at the Uppingham Vanguard Board. We believe that the Refreshed version of the Uppingham Neighbourhood Plan has much to commend it, but that there are a number of weaknesses and discrepancies identified in our comments below which need to be addressed.</p> <p>1. Long-term strategy – What is the longer-term view of the town? Overall the plan should be underpinned by a long term vision of the sort of demographics we are aiming for.</p>	<p>It is considered that these matters are already adequately addressed in the NP Vision and Objectives. It should be noted that this is a refresh of an existing NP which was based on a</p>

	<p>What level of increase in population is desirable and what should the limit be? Recognising that the population generally is aging, are we looking for greater numbers of elderly residents or to attract more younger people to live or to work here? What sort of employment opportunities should we therefore be creating, noting that housing costs may be an obstacle for many, but they might still be keen to work here if we offer attractive businesses in, say, technology or similar? The nature and quantities of new or adapted housing and of any additional commercial premises should be informed by this sort of assessment. It would also be worthwhile to include a statement identifying how the changes in the town are expected to contribute to or have been shaped by the Shared Vision for Rutland, now adopted by the county.</p> <p>2. Further Development? - Once all the housing proposed in the plan will have been built, and assuming it is also fully occupied, will further development be planned, presumably in plan updates to come? Will there be any limit to this? Should any increase in the populations of, or any improved accessibility from, surrounding villages be taken into account?</p> <p>3. Preserving Open Countryside - While CPRE recognises and is supportive of the need for growth in settlements, developments in open countryside must be justified against established needs in the community in order to preserve the countryside and all it represents wherever possible. Plans for housing, infrastructure and any expansion of the limits of development should take this into account. Current and proposed limits of development are not shown on the map or discussed in the text. Some of the proposed sites are outside the current limits, so are the limits of development to be expanded? If so, this should be clearly spelt out as a matter of policy.</p> <p>4. Mapping - The map (Page 5) is out of date: The Elms is not shown, even though the development was completed years ago; the small new development opposite The Elms should also be indicated. This makes it difficult to appreciate exactly what is being proposed</p>	<p>strategy supported by the local community after extensive consultation. Reasonably, the refreshed NP represents continuity rather than any need for a radical rethink of approaches.</p> <p>The housing requirement has been agreed by RCC based on standard approaches. However, policy details and the application of mixed use allocations on some sites take account of the need for more flexibility than has been the case in the past.</p> <p>It is intended that the NP will be reviewed at least every five years. At those times account will be taken of all relevant data and legislation, along with the essential component of community consultation.</p> <p>It has been agreed with RCC that the Planned Limits of Development (PLoD), which they regard as a “Strategic Policy Matter” will be amended through the Local Plan Review. That review will, however, take account of the refreshed Uppingham NP, when it is Made.</p> <p>As the Local Planning Authority, RCC has noted that the proposed allocations in the NP are all either within or adjoining the existing PLoD and has raised no strategic objections. The proposed site allocation reflect thorough and robust sites assessment work and have also been subject to a full (independent) Strategic Environmental Assessment.</p> <p>Noted and agreed, maps will be updated where possible.</p>
--	---	--

	<p>in that part of the town. We note that the Town Council does have a more up to date map but not many have seen it.</p> <p>5. Overall housing requirement (Page 7) – It is understood that the plan to develop another 510 dwellings is driven as much by the need for economic sustainability for the town as by anticipated population growth. This basis, however, is not clear from the draft plan document, which, in Section 7, focuses on the housing requirement given by RCC. The figures in Paragraph 7.5, furthermore, do not seem to be consistent with the available evidence. In RCC's Issues and Options consultation in 2022, Uppingham's share of the total housing need was given as 401, out of a total county requirement of 2533, which is almost 16%; the 510 figure, which the draft plan aims for, would be just over 20% of that total. It is also of note that the NPPF expects housing need to be calculated from population figures using the 'Standard Method' unless authorities can demonstrate that an alternative approach is justified. (We note, however, that Government population trend data has been criticised in the past for being out of date when it comes to deriving housing need, and these data are not apparently to be updated until 2024 (based on the 2021 census results). Our comments at Paragraphs 3. above and 11. below are also relevant. It is suggested that there should there be a new assessment of the housing needs, at least for Uppingham (and possibly for the county as a whole), to justify the housing numbers proposed.</p> <p>6. Housing Supply - Reference to the apparent lack of a 5-year housing land supply is probably misleading (Para 7.4), as it fails to account adequately for sites with planning permission but as yet undeveloped. In any case, the government intends to relax the 5-year supply requirement in the forthcoming revision of the NPPF, and the county now has more than 5 years' supply. It is not clear, therefore, how that contributes to the 'compelling evidence' to justify increasing the IDR. 510 new dwellings for Uppingham implies a population increase of well over 1000, or about 20-25% (see also comment against Policy H4 below). Is this realistic and are the timescales consistent with the proposed</p>	<p>Noted, it is acknowledged that RCC has now achieved a 5 year housing land supply and the NP text will be amended accordingly.</p> <p>Noted but the final details of any “relaxation “ are not yet known.</p> <p>Phasing will be made more explicit in the Submission Version of the NP. In any event,</p>
--	---	--

	<p>development schedule for all those homes? It is considerably in excess of the projections in RCC's recent Issues and Options consultation, which envisaged population growth for the county of around 13% to 2041. See also our comment at Paragraph 11. below. Are there really that many people likely to want to come to live in Uppingham in that timescale, or is there a risk of excess capacity having to be taken up by other authorities, possibly compromising our overall strategy for social and economic growth?</p> <p>7. Policy GP1(c) – The charity suggests a specific policy to the effect that solar panels should be installed on all new roofs, in particular on industrial buildings (and connected to the electricity grid!).</p> <p>8. Essential Infrastructure - Policy H2. This is very weak. The suggested increases in population and housing, of around 20-25%, together with increases in commercial needs and other changes to meet government policy on climate change, will surely require significant increases in utilities, in particular electricity supply and electric vehicle charging, as well as water and sewerage, communications and IT, etc., and, of course, capacity in education and medical facilities. While the policy hints at this need, surely the plan should give more detail about how this should be achieved and integrated with existing provision, the scale of additional provision and where the necessary space will be found for new installations.</p> <p>9. What about waste disposal? Are we simply relying on RCC to expand the service to meet our increased needs? Can we be any cleverer about recycling, say, in line with the Shared Vision for Rutland statement: “Rutland will fundamentally redefine its relationship with waste by reducing the amount that is consumed and then thrown away in the county.”?</p> <p>10. Policies H3(c)/H4 and Table 1 – The plan lasts until 2041 so there must be some sites which are not expected to start development within the first 5/8 years of the plan, otherwise there will be no sites left for development in the plan's later years. This would suggest a vastly increased build rate for the first few years, followed by a period in</p>	<p>progress on sites and numbers will be monitored and future reviews of the NP will consider changes accordingly.</p> <p>Alongside planning evidence, lifestyle surveys (e.g. The Sunday times) indicate that Rutland remains as one of the most attractive to live in, nationally. In addition, house price surveys show that Rutland housing is relatively expensive but popular in market terms.</p> <p>It is not possible to specify this sort of requirement through planning policies and that national standards cannot be altered in NPs.</p> <p>It is acknowledged that the policy could be more explicit in this respect.</p> <p>It is not possible to include all details in an NP, but reference will be made, subject to the agreement of RCC, to the need for a joint UTC and RCC Infrastructure Development Plan for Uppingham.</p> <p>Waste disposal, along with minerals is prescribed in government guidance as a “Strategic Matter” which cannot be the subject of policies in an NP. UTC will, however, press RCC to ensure that the needs of the town are met.</p> <p>Phasing will be made more explicit in the Submission Version of the NP. In any event, progress on sites and numbers will be monitored and future reviews of the NP will consider changes accordingly.</p>
--	---	---

	<p>which the authority would struggle to meet its 5-year supply requirement. Should a more even phasing of the developments therefore be specified?</p> <p>11. Policy H4 – The numbers of houses allocated to the six sites total over 510. Any additional housing from, e.g., windfall and the use of brownfield/infill sites (Policy OH4), would clearly push this total higher, should all of the proposed allocation be built out.</p> <p>12. Policy OH1 – There should be a clear statement as to what would make housing affordable. The text suggests it should be linked to income, with which we agree, whereas the official definition in the NPPF is still based on market price (i.e. at least 20% less). The statement should be expanded to indicate, probably as a matter of policy, what financial measures will be available to ensure affordability, bearing in mind that, not only is Rutland housing expensive, but so too are other costs to residents, in particular council tax. Why, therefore, would someone struggling to afford housing choose Rutland rather than somewhere with less expensive housing? Will there be sufficient of those struggling to afford housing actually to take up the 30% of the proposed provision to be offered as affordable?</p> <p>13. Policy OH5 – Should the policy itself, not just the accompanying text, make explicit reference to the RCC Design Standards SPD or is it sufficient that the Neighbourhood Plan will, in any case, have to be in general conformity with the RCC Local Plan?</p> <p>14. Policy OR1 – There will surely be increased retail needs for more than just food. Also, should this policy really be labelled TC4, as per the text?</p> <p>15. Policy TR3 – should the plan be more specific about electric vehicle charging points, both publicly available and at homes/business premises? There must be some target for their provision to support anticipated numbers of such vehicles (see also comment on Policy H2) CPRE Rutland Research Team 12.2.23</p>	<p>It is acknowledged that some windfall development will occur, but historically this has been limited because of the heritage interests in the town and the impact Uppingham School has on land and property availability.</p> <p>This concern is noted, but it is reasonable for the approach to affordable housing in Uppingham to be consistent with that for Rutland and with national policy.</p> <p>It is pertinent that the proposed level of housing allocations in the NP will result in a greater variety of affordable (market and social) housing coming forward that would be the case with a more restrictive approach.</p> <p>It is acknowledged that a more explicit cross reference would be beneficial.</p> <p>Noted, it may be reasonable to consider references to non-food shopping. In addition, Policy headings are to be reconsidered.</p> <p>For new houses, this is a matter for Building regulations rather than planning policies. For other circumstances, it is considered that the current policy wording is appropriate. It is not possible for UTC to accurately forecast or quantify the level of demand.</p>
<p>Avison Young for National Grid 16/2/23</p>	<p>National Grid has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current</p>	

	<p>consultation on the above document.</p> <p>About National Grid - National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.</p> <p>National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.</p> <p>National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.</p> <p>Proposed development sites crossed or in close proximity to National Grid assets: In a review of the above document we have identified the following National Grid assets as falling within the Neighbourhood area:</p> <p>Gas Transmission Pipeline, route: TIXOVER TO BLABY A plan showing details of National Grid's assets is attached to this letter. Please note that this plan is illustrative only. National Grid also provides information in relation to its assets at the website below. http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/</p> <p>Please see attached information outlining guidance on development close to National Grid infrastructure.</p> <p>Distribution Networks Information regarding the electricity distribution network is available at the website below: www.energynetworks.org.uk Information regarding the gas distribution network is available by contacting: plantprotection@cadentgas.com</p> <p>Further Advice Please remember to consult National Grid on any Neighbourhood Plan Documents or site specific proposals that could affect our assets. We would be grateful if you could add our details shown below to your consultation database, if they are not already included.</p>	<p>Noted, however the pipeline which is some distance to the south of the built up area, is not in close proximity to any of the proposed development sites.</p>
--	---	--

	<i>General information on guidelines was also provided.</i>	
16/2/23 Matrix Planning	<p>I write on behalf of a major farming landowner in the area who has 2 sites now included in the draft refreshed Neighbourhood Plan. These are:</p> <p>1. Robinsons/Avant Homes - north of Leicester Road, U-HA3, x 163 houses. This site was approved by RCC planning 3.5 years ago, yet resource issues at Rutland County Council have prevented timely drafting of the s106. Once that is done, ownership will change inside 2-3 months as the site is at an advanced stage of sale to Avant Homes.</p> <p>2. Robinsons - Goldcrest, U-HA6 x 60 houses.</p> <p>Overall, we do not object to any of the provisions of the plan but wish to point out important matters of detail or suggestions for corrected wording.</p> <p>Section 2: Plan Objectives (page 4) Agreed, particularly the objective to <i>'Allocate/facilitate substantial new housing, reflecting Uppingham's role as a service centre... ensuring that at least 30% of new dwellings are affordable'</i>.</p> <p>Comment: We support the plan. It is refreshing to see that the plan takes a bold and informed approach to future planning of the town.</p> <p>Section 7. Indicative dwelling requirement. (page 7) Agreed. Comments are as follows. Robinsons and other locally interested parties have jointly funded a statement on this topic that supports the quantum of housing growth coming forward. This exercise has been led by Marrons, and a copy of the statement is attached to this email. Please also see comments below on Policy H1.</p> <p>Section 9 The Policies. Policy GP1 - General principles for sustainable development & addressing climate change (page 9) Neutral comment - Amendments suggested. Policy GP1 (a) (viii). Correction advised. This is not necessary as <i>EV charging points</i> are now a requirement of Building Regs. Approved Document S effective 15 June 2022. Policy GP1 (b) This is about <i>consultation with the Town Council</i>. It is not a policy but a</p>	<p>Noted, if a planning permission is issued before submission of the NP, the site will be included as a commitment rather than an allocation</p> <p>This support is welcomed</p> <p>This support is welcomed.</p> <p>See comments below.</p> <p>Noted, delete this clause from the policy, but reference the need for EV charging points in explanatory text.</p> <p>Disagree, this is justifiable and remains a priority of the TC.</p>

	<p><i>practice</i>. I suggest it is placed in supporting text.</p> <p>Policy GP1 (c) This relates to the generality of <i>climate change adaptation</i>. It is too imprecise to be useful. I suggest it is linked to other policies guiding sustainable construction in the Neighbourhood Plan or Local Plan .</p> <p>Policy H1 - overall housing numbers and densities (page 10) Agreed. Comments are as follows. Robinsons and other locally interested parties have jointly funded a key report on this topic that shows there is capacity for all sites coming forward. This exercise has been led by Marrons and a copy of the report dated February 2023 is attached here. The conclusions at page 24 of that report states: <i>"...we consider the Uppingham Neighbourhood Plan housing target of 510 dwellings 2021-2041 to be based on robust evidence prepared by the UNP Advisory Group, and to represent an entirely reasonable and robust basis for the future planning of the Neighbourhood Plan area."</i></p> <p>Policy H4 Proposed site allocations. Page 13 Agreed inclusion of U-HA3 Leicester Road and U-HA6 Goldcrest. Comments. U-HA3 Leicester Road . Reference is made to 'N & S'. This should just read 'North' . The southern site has been granted permission - for 20 units - and is <u>not</u> part of these allocations.</p> <p>Policy U-HA3. Site Allocation for land off Leicester Road North (pages 16/17) Agreed. Comments are as follows. Please note this site already has a Committee resolution to approve subject to a s106 legal agreement (on 24.09.2019, your case reference 2019/0524/out) . The case has experienced delays of nearly <u>3.5 years</u> given RCC's unfortunate resource issues. Sale terms have now been agreed with Avant Homes as the likely purchaser, but this cannot conclude until the s106 is done. However, it is likely that outline permission will have been granted and reserved matters submitted by the time of the Neighbourhood Plan Examination.</p>	<p>Disagree, this is justifiable and remains a priority of the TC.</p> <p>The support for the dwelling requirement is welcomed. However (see below) it is not considered that an increased number is not necessary or appropriate taking account of RCC advice and in particular, the outcomes of the community consultation.</p> <p>Noted, this will be amended. However, the 20 committed dwellings still contribute to the dwelling requirement.</p> <p>Noted, if necessary this may be amended. However, the committed dwellings still contribute to the dwelling requirement.</p>
--	--	--

	<p>Policy U-HA3 Section (d) . Requirement to transfer ownership to UTC (page 16) Neutral comment - Amendments suggested to remove last 2 lines of (d). We suggest (a) you change text to make it clear it is a <u>preference</u> by the UTC, and (b) provide reasoning why ownership is sought here, OR (c) apply the requirement with consistency to other sites. The developer's duties are to ensure open space is provided and managed in perpetuity by an appropriate agency. This may be via a Management Company or via the UTC, or indeed another agency. This will only be known once the detailed maintenance arrangements are resolved or negotiated. It is unclear what the 'development opposite' means, and what arrangements were put in place there.</p> <p>Policy U-HA3. Section g- access. Page 16. Neutral comment - Amendment suggested. Remove (g- access) as it duplicates (c)</p> <p>Policy U-HA6 Goldcrest. Site Allocation for land off Goldcrest/Firs Avenue (page 20) Agreed. Comments are as follows.</p> <ul style="list-style-type: none"> • A considerable amount of additional information is available that is not referenced in the evidence base. Supportive landscape appraisals work produced by Rutland County Council has been passed to you/the Town Council by me in our earlier representations on the sites they are now allocating, including this site (see the 'Call for sites' information on this site, our response is dated 30.11.2020). I can represent that if wanted. • This earlier work includes RCC's Landscape <i>Sensitivity and Capacity Study</i> work that was done in 2010 and again in June 2017. This assesses landscape value and sensitivity for all sites around Uppingham, and logically demonstrates that this current allocation is sound in landscape terms. It is still relevant and supportive of this and other sites. • The information may be obtained from Rutland Council's Local Plan archive at ENV1b - Landscape Sensitivity & Capacity Study of Land North & West of Uppingham (June 2017).pdf (rutland.gov.uk) <p>Policy OH1: Affordable housing (page 23) Neutral comment - Amendment suggested.</p>	<p>Noted, the wording of Clause (d) can be amended and reference to the preference of the TC added to the rationale.</p> <p>Noted Clause C will be retained and Clause g deleted.</p> <p>Noted, however, this material has been considered by the Town Council and it is reflected in the Outline proposal. Further detail is not required.</p>
--	--	---

	<p>Paragraph e : Omit the last two sentences from the policy.</p> <p>Reasons: UTC are a consultee and are not the Local Planning Authority. Management arrangements will be agreed with the Local Planning Authority (RCC) , and they may choose to involve the UTC. If the LPA chooses to involve UTC (or even another party) that will normally be the subject of discussion at that stage.</p> <p>The UTC preference for local management is not a planning policy requirement but should be expressed as a preference in the supporting text. This is of importance to ensuring clarity in decision making.</p> <p>Policy OH2: Meeting local needs and providing flexibility - Neutral comment - Amendment suggested. Page 24 text, second paragraph referring to 1 bed units .</p> <p>Comment: Please ensure you are consistent with RCC. There seems to be a serious divergence between this text (UTC discouragement of 1 bed units) and RCC practice (RCC encourages them given the lack of appeal of larger units to some occupiers who will need to pay a 'bedroom tax') . This needs to be resolved to provide clarity to developers in drafting of proposals. For example, the legal agreement for our application 2019/0524/out (see Policy U-HA3. Site Allocation for land off Leicester Road North) will require the developer to provide 14% single bed units - a considerable number. You are also referred to the attached Housing Land report that provides support for a higher number of smaller houses. Please see paragraph 2.21 onwards that shows there are a significant number of family sized homes (larger homes in particular) where bedrooms are unoccupied.</p>	<p>Noted, but it is reasonable for UTC to wish to be involved. It is acknowledged that the preference for locally based management could be removed and included in the explanatory text.</p> <p>Acknowledged, see response to RCC comments.</p> <p>Under-occupation of older houses, which is demonstrated by 2021 Census data represents and unfulfilled demand for smaller properties (for older people). However, especially for market dwellings, the demand is likely to be for 2 or 3 bed homes, rather than one bed units.</p> <p>This matter is under consideration in response to RCC comments.</p>
<p>16/2/23 and amended on 17/2/23 Related Housing Needs Assessment, submitted by Matrix Planning on</p>	<p>In addition to the above, a Local Housing Needs Assessment (LHNA) of Uppingham has been prepared by Marrons socio-economics team on behalf of five clients (Allison Homes, Langton Homes, Uppingham Gate Ltd, Robinsons, and Vistry Housebuilding). It is a lengthy document (31pp) the full version of which is presented as Appendix 4. The key points of the LHNA are set out below.</p> <p>Introduction and Context</p>	

<p>behalf of Marrons</p>	<p>1.2 The report’s purpose is to establish what the local housing need is for the Uppingham Neighbourhood Plan area in the context of the two housing figures put forward to date as follows:</p> <ol style="list-style-type: none"> 1. The indicative housing figure of a minimum 360 dwellings 2021-2041 determined by Rutland County Council in their November 2021 Cabinet report; and 2. The indicative dwelling requirement of up to 510 dwellings 2021-2041 set out in Policy H1 (Overall Housing Numbers) of the ‘Refreshed version of the Uppingham Neighbourhood Plan’ (UNP) document which is being consulted on between January 3rd and February 17th 2023. <p>1.3 In the context of the above, the following sections of this technical report provide evidence to complement the evidence prepared by the Uppingham Neighbourhood Planning Advisory Group (UNPAG).</p> <p>1.4 The additional evidence prepared by Marrons shows the UNP figure of 510 dwellings 2021-2041 to be based on robust evidence and to therefore be a sound basis for the future delivery of housing in Uppingham.</p> <p>1.5 However our additional evidence indicates average need ranging from 580 to 717 dwellings 2021-2041 and we therefore consider that 510 dwellings 2021-2041 should be referred to as a minimum in the UNP...</p> <p>Demographic Summary</p> <p>2.29 The key points to note in respect of demographics are as follows:</p> <ul style="list-style-type: none"> • Uppingham’s population has experienced contrasting change between 2011 - 2021 • Uppingham’s population has stagnated or declined in age groups younger than 45, and increased in those aged 45 and over; • There has been a noticeable increase in households with non-dependent children, due in part to a worsening affordability situation in Uppingham and the wider County, and a lack of suitable supply; • Under-occupancy of family sized housing is higher in Uppingham and Rutland when compared with the wider East Midlands and England, meaning less family housing is available, fuelling need and leading to worsening affordability issues. 	<p>The support for the dwelling requirement is welcomed. However (see below) it is not considered that an increased number is not necessary or appropriate taking account of RCC advice and in particular, the outcomes of the community consultation.</p>
--------------------------	--	--

	<p>2.30 This analysis should be considered in the context of Uppingham’s place within Rutland County as the ‘second town’ behind Oakham, and the UNP’s objective to <i>“allocate/facilitate substantial new housing, reflecting Uppingham’s role as a service centre which is now the second largest settlement in the county.”</i></p> <p>2.31 Furthermore, the UNP’s other objectives include to <i>“Stimulate social and economic growth”</i> and to <i>“Improve the sustainability of the town’s retail centre and economic zones”</i> objectives that will be difficult to achieve without delivering enough housing of the right quantity and types to reverse some of the demographic changes highlighted in this section of the report.</p> <p>Housing Affordability in Rutland County and Uppingham (Summary)</p> <p>3.13 In summary the key points to note from this section are...5.8 Our analysis shows Rutland County and Uppingham to have acute affordability issues which need addressing. The key points to note are as follows:</p> <ul style="list-style-type: none"> • Housing completions across Rutland County have exceeded the Core Strategy housing target of 150 dwellings per annum over the past 10 years; • However, despite meeting this target, affordability in the County has deteriorated; • Rutland County has the highest median affordability ratio, and the second highest lower quartile affordability ratio, in the East Midlands region; • Uppingham is located in the MSOA with the highest affordability ratio in the County. <p>3.14 This analysis ultimately shows Rutland County and the settlement of Uppingham to have acute affordability issues. New housing delivery is essential to help to bring affordability constraints downward.</p> <p>Housing Delivery and Housing Need in Uppingham (Summary)</p> <p>4.40 The key points to note from this section are as follows:</p> <p>The emerging Local Plan</p> <ul style="list-style-type: none"> • The recent Issues and Options Local Plan considers future a future housing target for Rutland of either 140, 160, or 190 dpa; • The 2020 SHMA which underpins the Issues and Options Plan concluded that need was 	<p>This comment, and similar points from others, needs to be considered alongside RCC comments and in the light of possible changes to national planning/housing policies.</p>
--	---	--

	<p>190 dpa in Rutland to meet economic growth;</p> <ul style="list-style-type: none"> • The Issues and Options Plan states how 190 dpa <i>“is likely to more fully meet the identified affordable housing needs of the county.”</i> • Based on 190 dpa across Rutland, the target for the UNP area would be 544 dwellings 2021-2041 based on evidence set out in the UNP’s housing delivery report, and the distribution set out in the Issues and Options Plan. <p>Housing Delivery in Uppingham over the Core Strategy period (2006-2026)</p> <ul style="list-style-type: none"> • There have been 216 completions in Uppingham since the start of the Core Strategy Plan period (2006); • Rutland Council’s ‘Five-year Land Supply & Developable Housing Land Supply Report’ (31st December 2022) states there will be 171 net completions in Uppingham between 2021 and the end of the Core Strategy period (2026); • If all 171 dwellings are completed, there will be a 33 dwelling shortfall against the proportion for Uppingham (14%) based on the Core Strategy’s housing target of 3,000 dwellings for Rutland 2006-2026. <p>Marrons calculation of Uppingham’s housing need</p> <ul style="list-style-type: none"> • Our approach applies Uppingham’s proportion of Rutland County’s population, as recorded by the 2021 Census; • We have included two scenarios based on the UNP area (11.5% of Rutland’s population) and a wider area incorporating nearby restraint villages (14.4%); • We have also included a scenario based on the Core Strategy proportion for Uppingham (14% of Rutland’s requirement); • We have calculated housing need by applying the population proportions (11.5% and 14.4%) to housing need calculated using the existing standard method approach to setting minimum housing need (using 2014-based household projections), but also following standard method using the most recent 2018-based household projections (including all alternative projections published as part of the 2018-based projections; and using 190 dpa for Rutland as set out in the 2020 SHMA and Issues & Options Plan; • This shows average housing need of 497 	
--	---	--

	<p>(11.5% population proportion), 605 (14% Core Strategy proportion), 622 (14.4% population proportion) dwellings 2021-2041;</p> <ul style="list-style-type: none"> • A 10% buffer as applied in the Issues and Options Plan increases these average figures to 547, 666, and 684 dwellings 2021-2041; • Incorporating the expected Core Strategy shortfall (33 dwellings 2006-2026) increases the figures further to 580, 699, and 717 dwellings 2021-2041. <p>4.41 In the context of the above we consider the UNP’s housing target of 510 dwellings 2021-2041 to have been arrived at using a robust methodology.</p> <p>4.42 However the approach we have used to complement the UNP’s evidence indicates that 510 dwellings 2021-2041 should be referred to as a minimum in the context of our final bullet point above which indicates an average range of between 580 and 717 dwellings 2021-2041.</p> <p>4.43 We would therefore conclude that housing need in Uppingham ranges from 510 to 717 dwellings 2021-2041 and the 510 figure is referred to as a minimum in the UNP</p> <p>Conclusions and Way Forward</p> <p>5.10 In the context of the evidence set out in this technical report there is considered to be an existing and pressing local need for housing in Uppingham to ensure the aspirations of the Development Plan and Uppingham Neighbourhood Plan for the town can be realised.</p> <p>5.11 Furthermore, Uppingham and the wider area of Rutland suffer from particularly acute affordability constraints compared to local authorities in the East Midlands, and nationally. The supply of new housing is a key factor needed to help address this issue.</p> <p>5.12 In the context of our analysis we consider the housing target of 510 dwellings 2021-2041 to be based on robust evidence prepared by the UNP Advisory Group.</p> <p>5.13 However our additional evidence indicates average need ranging from 580 to 717 dwellings 2021-2041 and we therefore consider that 510 dwellings 2021-2041 should be referred to as a minimum housing provision target in the UNP.</p>	
16/2/23	1. Langton Homes (LH) supports the draft Neighbourhood Plan.	This support is welcomed.

Langton Homes	<p>2. Uppingham Town Council and the Neighbourhood Plan Advisory Group (NPAG) are aware that LH has a developer interest in land off Leicester Road, Uppingham. The land is included within the draft Plan as allocated site U-HA1. LH has worked constructively with NPAG to bring the site forward in an appropriate form, that makes an important contribution to meeting Uppingham’s housing needs. The site provides for a logical extension of the recently constructed estate development on the southern side of Leicester Road, in a location served by sustainable modes of travel and within walking and cycling distance of the town centre.</p> <p>3. Langton Homes is a developer based in Uppingham, with a strong track record of delivering high quality residential environments in Rutland and surrounding Counties.</p> <p>4. Previous iterations of the Plan have indicated that the site would be allocated for around 75 dwellings. The Regulation 14 Plan increases the allocation number to 125 dwellings. LH supports this increase and confirms that it can be delivered. Significant technical assessment has already been undertaken by LH to support the delivery of 125 dwellings at the site, including:</p> <ul style="list-style-type: none"> • Topographical survey • Ground conditions assessment • Archaeological evaluation • Drainage assessment/design • Transport assessment/access design • Arboricultural assessment • Ecological survey <p>This technical work demonstrates that the site is developable. There are no legal impediments to development: it is available for development and it is deliverable.</p>	<p>Noted and welcomed.</p> <p>Noted</p> <p>Noted</p> <p>Noted and agreed, this is consistent with the Sites Assessment work that underpins the NP</p>
17/2/23 DLP Consultants for Allison Homes	<p>Land off Ayston Road, Uppingham (Policy U-HA2) This is a lengthy submission, the full version of which is presented as Appendix 4. The key points are set out below.</p> <p>1.4 DLP, on behalf of Allison Homes Ltd, welcomes the NPAG’s decision to review and update the ‘made’ Neighbourhood Plan and praises their proactive approach to ensuring that their community continues to grow in a sustainable manner in absence of an up-to-date Local Plan.</p>	<p>This support is welcomed.</p>

	<p>1.5 DLP wishes to make a number of comments on the draft policies contained within the consultation document and these are set out within Section 3 of this document.</p> <p>3.1 The following section provides our response to the policies set out in the Refreshed version of the Uppingham NP and the strategy and policy approach towards future development. Policy H1 (Overall Housing Numbers and Densities)</p> <p>3.2 Submitted in support of these representations is a report prepared by Marrons Planning titled “Uppingham Neighbourhood Plan Housing Need Assessment” (Appendix 1). The report has been prepared on behalf of Allison Homes, Langton Homes, Lynton Developments, Robinsons and Vistry Homes and the purpose of the report is to establish what the local housing need is for the Neighbourhood Plan area in the context of the two figures put forward to date as follows:</p> <p><i>(v) The indicative housing figure of a minimum 360 dwellings 2021-2041 determined by Rutland County Council in their November 2021 Cabinet report; and</i></p> <p><i>(vi) The indicative dwelling requirement of up to 510 dwellings 2021-2041 set out in Policy H1 (Overall Housing Numbers) of the ‘Refreshed version of the Uppingham Neighbourhood Plan’ (UNP) document which is being consulted on between January 3rd and February 17th 2023.</i></p> <p>3.3 The additional evidence prepared by Marrons shows the UNP figure of 510 dwellings between 2021-2041 to have been arrived at using a robust methodology. However, additional evidence prepared by Marrons indicates that average need within Uppingham does in fact range from 580 to 717 dwellings between the period 2021-2041 and we therefore consider that 510 dwellings should be referred to as a minimum in the NP.</p> <p>3.4 This is particularly relevant when considering the density requirement of 25 dwellings per hectare cited within Policy H1. It is of note that the Neighbourhood Plan recognises that cumulative densities below 25 dwellings per hectare will not normally be supported, but it is accepted that variations</p>	<p>The support for the dwelling requirement is welcomed. However (see below) it is not considered that an increased number is not necessary or appropriate taking account of RCC advice and in particular, the outcomes of the community consultation.</p>
--	--	--

may be justified based on the character of the surrounding area.

3.5 The following table identifies the density comparison across sites U-HA2 – U-HA4 where developable area is cited and based on the current, draft allocation.

Table 1: Density Comparison of proposed allocations (where c

Site	Dwelling Allocation	Developable Area
Land off Leicester Road (in front of cricket club)	125 dwellings	5.02 hectares
Land off Ayston Road	40 dwellings	3.04 hectares
Land off Leicester Road (north)	163 dwellings	5.9 hectares
Land at Uppingham Gate	65 dwelling	3.3 hectares

3.6 This table clearly identifies inconsistencies in the way in which the density requirement has been applied across the allocated sites and it is presently unclear as to the rationale behind this.

3.7 Applying the 25 dpa criteria outlined in Policy H1 to sites U-HA2 – UHA4 results in the following dwelling figures (based on the developable areas cited and rounded):

Table 2: Dwelling numbers generated at 25 dwellings per

Site	Dwellings at 25dph
Land off Leicester Road (in front of cricket club)	126 dwellings
Land off Ayston Road	76 dwellings
Land off Leicester Road (north)	148 dwellings
Land at Uppingham Gate	83 dwellings

3.8 This equates to total dwelling figures of 433 dwellings on sites U-HA2 – U-HA4, an increase of 43 dwellings to that identified through the current allocation figures.

3.9 Two further sites (U-HA5 and U-HA6) have been identified as sites which may be developed during the plan period, but only after progress is made in securing the proposed access solutions. This will result in additional 120 dwellings.

3.10 It is presently unclear from the Neighbourhood Plan as to the developable areas of U-HA5 and U-HA6, however assuming

The proposed mixed use on the overall land (comprising U-HA2 and BE2) along with the identification of part of the and as a “special landscape area” by RCC means that the density/scale of development on the components of the site must be carefully considered. In terms of the Strategic Policy context, the Core Strategy Policy CS21 (Natural Environment) include the clause: “g) Respect and where appropriate enhance the character of the landscape identified in the Rutland Landscape Character assessment;”

In addition, in the Site Allocations DPD, Policy SP23 (Landscape character in the countryside) applies.

In the Landscape Sensitivity & Capacity Study (2017), which was produced in support of the earlier Local Plan review, it is concluded that “...overall landscape sensitivity for Site 1 is judged as HIGH.”

This needs to be reflected in development proposals and there is a need to ensure a satisfactory relationship between the commercial development and the proposed new housing.

It is not, therefore, appropriate or necessary for the developable area or number of dwellings on the proposed housing site to be increased.

	<p>that each site can accommodate 60 dwellings at 25 dph, this would result in an indicative dwelling requirement for the Neighbourhood Plan period of 553 dwellings, 43 dwellings more than currently identified as the indicative dwelling requirement.</p> <p>3.11 We would therefore recommend that in order to allow flexibility in applying the appropriate densities the associated allocation policies be reworded to allow flexibility when applying an appropriate density and as referred to above, the dwelling requirement figure of 510 dwellings referred to in policy H1 be a minimum target.</p> <p>3.12 As indicated by table 1 above, the density of our client’s site at Land off Ayston Road (Policy U-HA2) equates to just over 13 dwellings per hectare, which is considerably less than the requirement set out within draft policy H1 and when compared to the other allocated sites.</p> <p>3.13 Paragraph 124 of the Framework sets out that <i>“planning policies and decisions should support development that makes efficient use of land”</i> with paragraph 125 adding that <i>“where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site”</i>.</p> <p>3.14 Furthermore, policy CS10 of the adopted Rutland Local Plan identifies that densities in the region of 30 dwellings per hectare in the villages and 40 dwellings per hectare within the built-up area of Oakham and Uppingham town will be expected with the current, ‘made’ Neighbourhood Plan for Uppingham identifying that 25-30 dwellings per hectare would be considered appropriate.</p> <p>3.15 It is not currently clear as to the rationale behind why this site has such a low density in comparison to both other and neighbouring sites and we believe that the Neighbourhood Plan, in respect of this particular site, does not make the most efficient use of the site in line with the Framework and current Core Strategy.</p> <p>3.16 As we discuss further below, we also note that there is an inconsistency between</p>	
--	---	--

	<p>the developable site area for Policy U-HA2 and Policy BE2 which are effectively the two parcels of development on our client's site (residential and commercial).</p> <p>3.17 Policy U-HA2 states that the capacity of the site is 4.19 hectares. This is correct. However it then goes onto states that 3.04 hectares of this is developable for residential purposes. Policy BE2 then sets out that approximately 1.67 hectares of land is available for commercial development.</p> <p>3.18 When you deduct 1.67 hectares stated within Policy BE2 from the overall site area of 4.19 hectares this results in 2.52 hectares of land available for the residential development as opposed to the 3.04 hectares specified.</p> <p>3.19 If we re-run the density calculation on the basis that the developable area for the residential is in fact 2.52 hectares then this would result in a density of 16 dwellings per hectare and when applying 25 dwellings per hectare as per Policy H1, this would yield 63 dwellings.</p> <p>3.20 In either scenario, we do not believe that 40 dwellings is an appropriate figure for this site for the reasons outlined.</p> <p>Policy H3 (the timings of development)</p> <p>3.21 Whilst we support that the Town Council are being proactive in both allocating sites and promoting early delivery, we would request that there is recognition within this policy that allows for unforeseen/uncontrolled circumstances whereby sites may not be delivered in the timescales outlined. Such circumstances may include:</p> <ul style="list-style-type: none"> • Delays in planning (determination of applications/S106); • The discharge of conditions • The economic climate; • Potential unforeseen constraints on-site; • The expectation that all developers may be on-site at the same time. <p>Policy U-HA2 (Site Allocation: Land off Ayston Road)</p> <p>3.22 Whilst we are fully supportive that this site has been included as a proposed allocation, as outlined above, we have reservations as to the proposed density and dwelling numbers that have been arrived at.</p>	<p>Noted, however any delays can be considered as part of the planning application process or in any future review of the NP.</p> <p>See comments above.</p> <p>In addition to landscape concerns and the need to ensure a satisfactory relationship between</p>
--	--	--

	<p>3.23 Regarding the site area, as part of developing a masterplan for this site, our client has advised that the commercial area equates to an area of 1.03 hectares with the developable area for the residential equating to 3.16 hectares. Respective policies should be updated to reflect this accordingly.</p> <p>3.24 Once these site areas have been defined, if we were to apply the same principles of density calculation this would result in a proposed density of 12.6 dwellings per hectare (based on 40 dwellings) and a yield of 79 dwellings based on 25 dpa.</p> <p>3.25 Also important to note is that part a) of Policy U-HA2 seeks 50% of dwellings on-site to be provided as 2-3 bed bungalows, semi-detached and detached market dwellings to cater for first time buyers, families, and older persons. This results in a number of smaller dwellings being proposed on site which ultimately leads to higher density development proposals and opportunities to provide for additional dwellings to ensure the site is efficiently used.</p> <p>3.26 In respect of point g) we should be clear as to what will be provided rather than an and/or solution. Our client will be proposing a new retail store.</p> <p>Policy OH5 (Design and access standards)</p> <p>3.27 This policy outlines the specific design and accessibility standards that all proposals would be required to adhere to.</p> <p>3.28 Whilst we have no in-principal concerns with this policy, with regard to point (b) relating to developments being of an appropriate scale, density and massing, we would revert back to our commentary above on the consistent approach of applying densities across the allocated sites.</p> <p>3.29 In respect of point (k), it is now mandatory under Part S of the Building Regulations that new homes have facilities for charging electric vehicles at home for each associated parking space that is equal to the total number of dwellings.</p> <p>Policy BE2 (Commercial & community development at junction of A47/Ayston Rd.)</p> <p>3.30 This policy sets out that approximately 1.67 hectares of land is proposed for mixed use development subject to:</p> <ul style="list-style-type: none"> • <i>Access arrangements, preferable a single</i> 	<p>residential and commercial development, flexibility is required to accommodate the as yet undefined commercial interests. Should part of the site not be required, the Town Council remains interested in the potential for other emergency services facilities in this location. Noted, but landscape concerns and the relationship between commercial and residential uses may reduce the net developable area.</p> <p>Noted the policy wording may be amended.</p> <p>Noted, it has already been agreed to amend this part of the policy.</p>
--	--	---

	<p><i>shared road to be agreed with RCC;</i></p> <ul style="list-style-type: none"> • <i>A high standard of design with a landmark building and associated landscaping to create an attractive entry point to Uppingham from the north;</i> • <i>Creation of a satisfactory functional relationship with proposed new housing to south</i> <p>3.31 As has been outlined within paragraph 3.26, we can confirm that 1.03 hectares of land is required for retail use. This should be reflected in the policy wording accordingly with reference to 1.67 hectares removed.</p> <p>3.32 The policy should also remove the word ‘and’ in its title and should refer instead to commercial/retail development not commercial and community development.</p> <p>3.33 The rationale to policy BE2 also refers to a sketch plan which shows the approximate area of land for development and illustrating how satisfactory access and an appropriate relationship to the proposed new housing to the south can be achieved. It is unclear what sketch plan this is referring to.</p> <p>Policy OS2 (open space provision within new housing development)</p> <p>3.34 This policy requires revisiting as parts of it appear to be contradictory. One part refers to the fact that the provision of larger open spaces should be made within or adjoining the development unless it is not practical or viable to do so, where in such circumstances, land and/or a commuted sum should be made available and the next sentence sets out that all incidental or amenity open space provision must be within the new development.</p> <p>3.35 We would also suggest that the policy recognises that it may be more viable for smaller sites, where open space may be less ‘meaningful’, to provide commuted sums to enhancing existing areas of open space/play space within the town.</p> <p>Policy OR1 (Preferred Locations for Larger Convenience Stores)</p> <p>3.36 We are supportive of this policy.</p> <p>Policy CF2 (Investment in New and Improved Community Facilities)</p>	<p>Disagree, see above comments on landscape, land uses and other potential on the site.</p> <p>Noted the policy wording may be amended.</p> <p>Reflecting RCC comments, access will need to be agreed with Highways.</p> <p>Disagree. The first reference is to larger open spaces and the second to small spaces which would be integrated into the site itself. This is not contradictory.</p> <p>Disagree, the payment of commuted sums in lieu of even small open spaces, should be a matter of last resort.</p> <p>This support is welcomed.</p>
--	--	--

	<p>3.37 We have no objections or comments to the above draft policy but would note that any funding must comply with CIL regulations.</p>	<p>Noted reference will be made to the need to comply with CIL regulations</p>
<p>Marrons (for Vistry Homes) Feb. 2023</p>	<p>1. This response to the Refreshed version of the Uppingham Neighbourhood Plan (Regulation 14) is submitted on behalf of Vistry Homes.</p> <p>2. Vistry Homes has an interest in Land off the Beeches (the Site). Enclosed with these representations is a Vision Document which sets out how a modest and sensitive extension to the town can be achieved. Allocating the Site in the Neighbourhood Plan would provide substantial benefits for the community as explained in the document and set out below.</p> <p>Policy GP1. General principles for sustainable development to address climate change</p> <p>3. The thrust of GP1 is supported as general principles for achieving sustainable development and mitigating the effects of adapting to a changing climate.</p> <p>4. However, criterion viii) is unnecessary given that it is now a requirement of building regulations for electric charging points with new residential properties.</p> <p>Policy H1 - Overall housing numbers and densities Housing Requirement</p> <p>5. The Uppingham Neighbourhood Plan (UNP) has chosen an indicative dwelling requirement of up to 510 homes between 2021 and 2041. This is higher than the 360 unit indicative dwelling requirement provided by Rutland County Council (RCC). However, the UNP notes that completions in the area have been lower than the Core Strategy requirement, see the supporting Housing Requirement: Past Development Rates document.</p> <p>6. Vistry Homes, along with promoters of other draft allocation in the UNP, have prepared a bespoke Housing Needs Report for Uppingham (HNR) to support the proposed housing requirement. The HNR, attached to these representations, has been prepared by Marrons socio-economics team, specialists in local level housing need assessments.</p> <p>7. The HNR has been based on the presumption that the NDP is required to be in general conformity with strategic policies of the adopted Rutland Core Strategy. In addition, the NDP should have regard to more</p>	<p>Noted, the Vision Document will be made available through a link.</p> <p>This support is welcomed</p> <p>See above, this amendment has been agreed.</p> <p>The support for the dwelling requirement is welcomed. However (see below) it is not considered that an increased number is not necessary or appropriate taking account of RCC advice and in particular, the outcomes of the community consultation.</p>

	<p>recent evidence (including this HNR), when setting its housing figure in accordance with national guidance . It is anticipated that in these circumstances the housing requirement will be tested at the examination of the NDP.</p> <p>8. The HNR identifies that a requirement of 510 dwellings over 20 years is an entirely reasonable target and could even be considered a conservative estimate to address housing needs for all segments of society and the wider Uppingham catchment area.</p> <p>9. The Sustainability Appraisal (SA) has also tested the implications of a housing requirement of 510 units and notes significant positive effects in relations social inclusion and economic vitality. It is advised that the SA (and in particular the justification for Option B) is revised in light of the submitted Housing Needs Assessment to add further justification for a housing requirement than that initially indicated by RCC.</p> <p>10. As the regulation 16 version of the UNP is drafted, Policy H1 should be rephrased to note that the amount of homes planned for is a housing requirement rather than an indicative need. In order for the plan to be positively prepared and reflect the Government’s aspiration to significantly boost housing provision in accordance with the NPPF, the requirement should be expressed as minimum of 510 units rather than an up to figure.</p> <p>Density</p> <p>11. Policy H1 states that development should make the most efficient use of land, which is in accordance with national policy, and have regard to layout, local character and distinctiveness amongst other things. It is advised that housing mix is likely to be another key determinant to be listed.</p> <p>12. In terms of the overall density of sites being around 25 dwellings per hectare, clarification is sought on the terminology of overall density and whether this is the gross area of a site. In our experience, the net developable area is likely to lead to a density of at least 30 dwellings per hectare in order to make efficient use of land ensure a viable development. Furthermore, clarification on the measurement methodology of density would be helpful.</p> <p>13. Alternatively, rather than a specific density</p>	<p>See above, it is not considered appropriate or necessary to increase projected densities. This take into account the overall character of Uppingham and the characteristics of individual sites.</p>
--	---	---

	<p>requirement, elaborating further on the considerations that apply to an appropriate density having regard to surrounding context et al could achieve what the NDP is striving for. Policy OH5 effectively addresses design and access standards already.</p> <p>Policy H2 – The provision of Infrastructure associated with new housing</p> <p>14. Whilst there is no objection to thrust of Policy H2, it should be amended to make clear that any infrastructure not only needs to be necessary as stated, but also directly related and reasonable in scale and kind, in accordance with the Community Infrastructure Levy Regulation 122 tests.</p> <p>Policy H3 – The timing of development</p> <p>15. Criterion B states that applications for renewal of outline planning permissions will not be supported. It should be noted that planning permission can no longer be renewed as such but requires a full application to be determined in accordance with local policies and material considerations at that time. Furthermore, there are circumstances where multiple planning applications are prepared that duplicate or overlap with preceding applications for legitimate planning reasons. It would be unfortunate if objections was lodged on this basis.</p> <p>16. Criterion C suggests that where a site does not have full planning permission from 5 years of making the NDP, its status may be reviewed in the subsequent NDP. Notwithstanding concerns about implementation this is currently inconsistent with the wording for U-HA5 (Land at The Beeches), which suggest a period between year 3 and 8 for commencement. Furthermore, there may be circumstances beyond a developer’s control which means development is delayed. Current experience suggest delays due to the planning and other necessary consent regimes are having a marked effect on development timetables. As such, it is considered that this criterion should be removed, or at the very least it should provide additional flexibility.</p> <p>Policy H4 – Proposed Site Allocations</p> <p>17. It is noted that U-HA5 is identified as a longer term development site, to commence within 3 to 8 years. In reality, this is partly a reflection of the preferred access</p>	<p>Noted, a comment can be incorporated.</p> <p>Noted, this can be clarified</p> <p>Noted. However, it is not appropriate for this site to be brought forward in advance of others.</p>
--	---	---

	<p>requirements for The Beeches and therefore its necessity is questioned. It is also suggested that the allocation is to meet longer term requirements. As noted above the housing needs assessment identifies a significant pressing need for market and affordable housing in Uppingham. This would be best addressed without unnecessary constraints on delivery. Furthermore, there is the potential for conflation of this requirement between the expiry date for the grant of planning permission (typically 3 years for full permission or 3 and 2 years for outline and reserve matters). Finally, removing the commencement requirement would provide a clearer path for collaboration with Uppingham Gate over the delivery of the main access into both sites: a new junction with the A47. Which is a significant undertaking and both U-HA4 and U-HA5 could contribute towards.</p> <p>Policy U-HA4 – Uppingham Gate</p> <p>18. For certainty of delivery and clarity it is suggested that criterion c is reworded as follows (<i>insertion italicised</i>): (c) The site must be developed in such a way that it will enable <i>unfettered vehicular and pedestrian access</i> to be provided to the future site.</p> <p>19. It is also advised that this element of the policy is explained in the rationale.</p> <p>(U-HA5 – Land off The Beeches/Hazel Close)</p> <p>20. The proposed allocation of U-HA5 is welcomed and supported by Vistry Homes, who control the Site. Enclosed with these representations is a Vision Document prepared for Land East of The Beeches which sets out how the site can be delivered in accordance with the Neighbourhood Plan.</p> <p>21. The Vision Document notes that Land East of the Beeches is in a highly sustainable location, close to existing local facilities and amenities and walking distance of the town centre. The Site can also deliver a number of onsite benefits including a village green space, habitat biodiversity improvements and play provision. The Site is capable of providing a range of suitable housing types and tenures to meet local housing needs.</p> <p>22. <i>The Vision Document has been prepared</i> with the requirement of the UNP and RCC's existing development plan policies and had regard to make effective use of land. On this</p>	<p>Noted, this suggestion can be incorporated</p> <p>The support is welcomed.</p> <p>Noted, but this level of detail is not required at present.</p>
--	---	--

	<p>basis an attractive development, in keeping with the surrounding area, of 75 units is considered more appropriate. Clearly, this figure may change as further detailed iterations of master planning take place. However, it is requested that there should be flexibility on the number of units identified in the UNP for the site, such that 60 units is at the very least indicative or approximate.</p> <p>23. The requirement for access to be resolved through Uppingham Gate is noted and discussions are ongoing between Vistry Homes and Uppingham Gate Ltd about how this can be practically achieved.</p> <p>BE1 - Employment Land – Uppingham Gate</p> <p>24. It is queried whether reference to access roads in the policy being capable of extended to enable possible future development to the south should explicitly refer to U-HA5 and be consistent with the wording for U-HA4.</p> <p>Closing 25. Vistry Homes trust that these representations are received in the spirit of constructive feedback in which they have been written and would welcome the opportunity to discuss further any aspect.</p> <p>26. Vistry Homes will continue to engage with UTC and NPAG in order to bring forward Land East of the Beeches at the appropriate time.</p>	<p>Community concerns and the need to reflect the RCC indicative dwelling requirement means that an increase in numbers is not appropriate.</p> <p>This dialogue is welcomed.</p> <p>Noted, this will be considered.</p> <p>Continued engagement will be welcomed.</p>
--	---	--

Appendix 4: Table 2 Comments from individual resident concerning housing numbers and government policy.

Organisation/date	Comment	Suggested response
25/1/23 (Mr Reid)	<p>Thank you very much to you and your colleagues for making yourselves available to help us understand the issues and the draft document. I have the following comments (in addition to answering the specific questions on the questionnaire) .</p> <p>Thank you for the information about Mr Gove’s statement.(Implying no more imposed house building numbers). This places the Council in an awkward position. It needs the plan to proceed - but the political landscape may be about the change materially.</p> <p>Would it be sensible to acknowledge this uncertainty and to say that if this major policy change is confirmed, then</p>	<p>See separate report (BP – Background Paper 1).</p> <p>Not possible to use and NP to add to/modify national standards. However, NP design policies will apply.</p>

<p>25/1/23 Councillor Ainslie response</p>	<p>the plan will be revised -in whatever direction the new policy and the further consultation takes it. [I think suggestion it could be reviewed in five years would not be sufficient].</p> <p>Thank you for explaining the planning and design models followed in Rutland. I wondered if Uppingham might consider, if it is legally possible, to have tougher rules to ensure what gets built in Uppingham is better and bigger. (Bring back the excellent Parker Morris standards).</p> <p>A common feature of new development is inadequate parking and roads that are too narrow. These are set by national planning guidelines. However some developments - like in Stamford- and Dorchester have solved this. Can Uppingham Council say it will oppose planning applications with inadequate road widths and seek to work with the planning authority to find a legal route to do this?</p> <p>Green Spaces. Can these please include the two churchyards both south and north of South View on the east of London road.</p> <p>Developments “out of town” like Leicester Rd./Uppingham Gate will necessitate more people driving to shop. Do the parking and traffic implications of these need address more fully ?</p> <p>The planned population change is essential to understanding infrastructural implications.</p> <p>Could consideration please be given to the plan containing a small table of the current population of Uppingham, showing (say) children of junior and senior School ages, adults, and retirees - both now and projected-. so we can clearly see what numbers we are planning for. [I know some of the data is in supporting documents but this is so integral to the plan I suggest it needs to be in the main document].</p> <p>Again thank you very much for your time on Tuesday and thank you too for the huge amount of work this entails.</p>	<p>This can be considered.</p> <p>This is covered by proposed policies.</p> <p>New Census data is now available and is included in the Developers HNA. A Census update, based on this and the recently released ONS small area statistics has been prepared to add to the evidence papers.</p>
--	---	--

	<p>We are grateful to you and your colleagues. Your wider points (in particular concerning Mr Gove's recent comments) are all very important and I hope that you don't mind but I have decided to forward them to our consultant Mr Clive Keble in order that we can properly address all the matters that you raise when considering how the Regulation 16 version might differ from this Regulation 14 version.</p>	
--	--	--

Appendix 5: Table 3 – Notes of Uppingham Vanguard Board meeting on 26th January 2023 (for information).

<p>Notes</p>
<p>Present: Trevor Colbourne (TERA), Andrew Mankowski (TERA and NPAG) Janet Thompson BEM (Neighbourhood Forum) Lucy Stephenson (Leader Rutland County Council) Nick Townsend (Uppingham First) Malcolm Touchin (CPRE) Dave Ainslie BEM (Deputy Mayor of Uppingham) Hannah Guy (Allison Homes) Hannah Albarns (Planning Consultant to Allison Homes) Gordon Smith (Planning Consultant to Robinson Family) Liz Clarke (Mayor of Uppingham) Mark Shaw (Uppingham Town Council and Uppingham First) Keith Webster (Ancer Spa) Ben Cripps (Langton Homes) Philippa Wills (Land Owner and local businesswoman) Georgie McCrae (Vistry Homes) Dan Robinson-Wells (Marrons) and from 11.50am Ron Simpson BEM (Vice Chair of NPAG).</p>
<p>Apologies: Edward Baines</p>
<ol style="list-style-type: none"> 1. In the absence of the normal Chair (Edward Baines) Dave Ainslie BEM (Deputy Mayor and member of NPAG) was asked to take the Chair (and to record the minutes of the meeting). 2. Declarations of Interest were to be made as and when appropriate during the meeting although all Developers and Land Owners were identified at the outset and are recorded above. 3. Cllr Lucy Stephenson (Leader of Rutland County Council) gave an update on the Local Plan. She reported that RCC had completed its Issues and Options consultation and the feedback from this had gone to the Cabinet in January 2023. There were no clear cut options with many recording around 50/50 responses which led Lucy to conclude that the matter of consensus building will need careful handling. The Draft Local Plan is unlikely to be available until September 2023 (to allow for the Council Elections due in May 2023). She went on to report that RCC had just published its latest calculations for its future Housing Supply and this showed a stock at just under 6 years. This latest calculation would assist in resisting unwanted speculative planning applications. Building on the proposed timetable for the Draft Plan Lucy indicated that it would probably be into 2024 before the Plan could be completed, given the various stages that it needed to go through. Malcolm Touchin asked how this timetable (and the format of the Plan) might be affected by the deadline set of 2025 within the recently announced changes proposed to the NPPF. Obviously RCC are aware of this and will endeavour to complete the Plan ahead of that deadline. Liz Clarke asked if the Local Plan would be published in a physical paper form given that the Uppingham Neighbourhood Plan had received a lot of positive feedback for following such a route. Lucy Stephenson replied that with a population of 41,000 Rutland couldn't realistically achieve this but said that the accessibility issue was not lost upon here and she would speak to the task group about having some printed copies for each Town and Parish Council to hold for people without other forms of access. 4. Dave Ainslie then gave an update on the progress of the Uppingham Neighbourhood Plan which he pointed out would need to be in conformity with the emerging Local Plan. In particular he mentioned the early signs from various public consultation meetings as well as from the written responses going to the Town Hall. He cited meetings such as the Neighbourhood Forum, Business Forum and two drop-in sessions organised and hosted by the Town Council. So far the feedback seemed to be generally popular with the fact that there was a printed plan

made available to every household and business in Uppingham proving to be very popular. That said, there were some comments about the length and technical nature of the plan and some very detailed technical questions concerning the protections offered (or not) by the Green Spaces and Open Spaces policies. These had been referred to Clive Keble the Town Council's Neighbourhood Plan Consultant for answering and explaining. There had also been comment received about the recent announcement by Michael Gove that mandatory housing targets might now be considered as advisory which had led some members of the public to wonder why the Neighbourhood Plan was still going ahead. Again this had been referred to Clive Keble for him to advise the Council but Nick Townsend pointed out that Mr Gove's consultation paper actually proposed a greater prominence for local opinion and greater weight being given to Neighbourhood Plans in particular. In his opinion, it was therefore quite proper to be continuing with the Neighbourhood Plan and this seemed to be the general view at the meeting. Malcolm Touchin queried the population data used, in particular asking on what basis they had been used to drive and justify the housing numbers proposed in the Plan. Dave Ainslie responded that the driver for extra housing was not just down to population growth but that there was an intended economic benefit to the town of building new homes over the life of the plan to help to support a sustainable community.

5. The meeting then went into a Questions and Answers session on the Neighbourhood Plan. Malcolm Touchin queried why the Plan seemed to be truncating all of the construction into the first eight years. A discussion between the various developers took place to explain that firstly the timescales in the Plan reflected those in the NPPF and secondly delays in the Planning Process and the general economic situation meant that in reality not every site would be developed at the same time. The example was given that it was taking on average 12 months from putting in for Planning Permission to this actually being granted. Gordon Smith said that on the North of Leicester Road site it had taken three and a half years to get to the position that they were currently in and that the S106 agreement was still being held up by RCC resourcing issues. The developers for Uppingham Gate and Allison Homes both indicated that they hoped to get Planning Applications submitted this year for their sites. Ben Cripps for Langton Homes said that they too wanted to move to push on as soon as possible but they had the added issue of having a tenant farmer on their site who would require a minimum of 12 months' notice. Keith Webster pointed out that as the Uppingham Gate site was mixed use it would take longer to put together a viable development proposal. Georgie McCrae for Vistry Homes was concerned about certainty of allocation given the powers in the NP for the Town Council to de-select sites where insufficient progress had been made. She was concerned that because of the examples that we had heard about delays a site could be lost through no fault of the developer. Nick Townsend was asked to comment upon this as he had helped to draft the section in the NP and he was able to point to the safeguards of "reasonableness" that had been inserted to try and cover this very point. Liz Clarke discussed the need for a diversity of housing types and sizes to come forward and this led to a wider discussion around what was meant and required on the subject of affordable housing and overall housing mix. This led on to a discussion on the control of density and design. It was pointed out that developers would have to meet the requirements of the recently adopted South Kesteven and Rutland Design Guide. This would also require developers to meet minimum standards for public open space in their developments which was a concern expressed by Janet Thompson. The issue of affordable housing was picked up by Philippa Wills who said that as an employer of 160 people locally she was finding it harder to recruit locally due to workers not being able to afford to live in Uppingham. Philippa went on to turn attention to the employment land and in particular Station road. She said that she would like to see the NP reflect a stronger understanding of the importance of this site and to make a better case for supporting it. In terms of economic strategy one of the best things that could be done would be to support the Station road businesses and a tangible way to do this would be to improve the road and access. This point led Dan Robinson-Wells to comment that another factor adding to delays in sites being developed was Highways Agreements and he was keen that there were no unintended consequences in the NP that could make this worse. Nick Townsend asked if there were any fundamental problems that the developers/landowners could see with the Plan as presented in the Regulation 14 version. All agreed that there were no such fundamental issues although Hannah Albarns did say that a more flexible approach to numbers on various sites would be welcomed. This point was reinforced by Dan Robinson-Wells

6. Turning to the likely timetable Dave Ainslie said that his understanding was that we might need two or three months to go through all the detailed responses and to carefully consider them. This timing would place us right in the run-up to the May Council Elections with its issues of purdah etc, so it was likely that the Regulation 16

draft might not be ready until say June. The absolute intention (confirmed by Mayor Liz Clarke) was for the referendum to be held in 2023 and ideally by the autumn.

7. AOB. Lucy Stephenson gave a verbal report upon the successful outcome of a Levelling Up bid by Melton and Rutland. She said that Rutland was in the bottom 10% of all Councils for Social Mobility despite an excellent education record for the County (where only 1% have no qualifications as compared to 6% nationally). The bid had focused on economic regeneration with a proposed Medi-tech Centre and a Mobi-hub at Oakham and there was a tourism/cultural element based on the Roman Villa and recent dinosaur fossil find.

8. The next meeting date was proposed for early June 2023 by which time we hoped to have detailed analysis of the feedback to the Regulation 14 draft but if anything significant happened in the meantime we could always call a meeting sooner.

Appendix 6: Table 4 Comments submitted by Rutland County Council (Monday 20th February 2023, by prior agreement).


Reference	Comments	Suggested responses
	General comments	
	These comments accompany those comments provided on an earlier draft in July 2022, that have not been addressed in this revised draft. It would be helpful if the site allocation policies included a set of development principles for each site	No change. The clauses in each policy set out specific requirements. Policy GP 1 sets out principles for sustainable development.
2.0	Plan Objectives	
2.1	Welcome the bullet regarding “ that at least 30% of new dwellings are ‘affordable’, in accordance with RCC policy”, this only applies on sites of more than 10	“..on sites of more than 10 dwellings..” could be added, but it is covered in Policy (OH1).
6.0	Summary of planning context	
6.1	Paragraph states that “In the meantime, RCC is unable to demonstrate a 5-year housing land supply, which means that there is a greater likelihood of unplanned development” Amend this statement as the Council now has a 6.0 year supply.	Noted. Suggest deletion of last sentence of 6.1 and substitution with. “ <i>As time passes, it is inevitable that there will be challenges to older Local Plan policies.</i> ”
6.2	Should say general conformity not ensure conformity.	Noted add “...general...”
6.4	The neighbourhood plan’s purpose is to be used in decision making in planning applications. It is not clear from this how it is expected to feed into the Local Plan.	Noted amend to: “ <i>The process of refreshing the NP will complement any input in to the new Local Plan. When completed the revised NP will be part of the Development Plan...</i> ”
7.0	Indicative dwelling requirement	
7.3	The current indicative requirement is based on 140 dpa not 130. Would benefit from reference to the RCC windfall study to support this view. This can be found here-	Noted, figure to be amended. Noted cross reference included.

	https://www.rutland.gov.uk/planning-building-control/local-plan/new-local-plan/local-plan-evidence-base/housing-evidence	
7.4	Rutland now has a sufficient 5-year housing land supply	Noted, delete “...and noting the current lack of a 5-year housing land supply in Rutland..”
8.0	The Evidence base	
8.1 (iii)	Local business concerns are more about consultation than technical evidence	Noted, delete reference and add to 8.1(i) “In addition to community consultation, there has been continuous engagement with the business community.”
9.0	Neighbourhood Plan Policies and Community Aspirations	
9.5.5 Glossary of Terms – Affordable Housing	The document tries to shorten the definition in Annex 2 of the NPPF, but omits the basis for rent-setting for social rented housing and refers to all other tenures as 'intermediate housing'. The word 'intermediate' now appears only once in the NPPF, in the context of intermediate rent during 'rent to buy'. The NP needs to be more precise than the blanket use of the word 'intermediate' to cover affordable routes to home ownership and other affordable types. First Homes (see the guidance for these in the national Planning Practice Guidance) may also be mentioned.	Noted. The text will be amended to reflect the NPPF
	Neighbourhood Plan Policies	
GP1	General Principles of development and addressing climate change	
Rationale – Para 2	“Development will only be encouraged where it can be shown that the scheme will help to achieve the Objectives of the Neighbourhood Plan” - Is it worth saying that decisions should be made in accordance with the development plan - which will include the NP when adopted - unless material considerations apply?	Could apply to all policies and may be better added to para. 9.1 to avoid duplication, e.g. “The NP will form part of the Development Plan. Decisions should be made in accordance with the NP and Local Plan policies, unless other material considerations apply.”
GP1 –a)	Is this for all development proposals?	Yes, no action needed.
GP1 –a) vii) and Viii)	Not clear how this is judged, also overlaps with Building Regs. Building regs requires that a new residential building with associated parking must have access to electrical vehicle charge points	Noted, delete this clause from the policy, but reference the need for EV charging points in explanatory text.
H1	Overall Housing Numbers	
Rationale – Para 1	Not explained overly well, could be clearer	Difficult to react to without specific suggestions. No action needed.
H1	510 isn’t really an indicative requirement Needs Evidence to support the density requirement of 25, It would be helpful if density	No change in approach needed, but better explanation can be made

	was set on a site by site basis in the development principles with evidence to support this linking back to the character and design of the surrounding area.	
H2	Associated Infrastructure	
Rationale	Need to explain how CIL works, we operate CIL and so developers will expect the impact of development to be secured through CIL contributions. This policy is not in line with national policy and guidance	Having a policy seems to fit with the NP Toolkit "Understanding CIL." The wording has been changed in response to comments from developers.
H2	Not in line with national guidance Not appropriate as a planning policy maybe a community aspiration Last sentence would be better phrased as 'managing the impact of future development on infrastructure'	Disagree it is a reasonable locally based policy. The community consultation showed a need for increased emphasis on infrastructure. Noted could be changed
H3	The timing of development	
H3 C)	The development could have outline consent This isn't a land use policy and is something for monitoring and review	Request clarification on status from RCC seems to be covered. Disagree, it is in line with Govt. approach
H4	Proposed new housing sites	
Rationale – Para 1	What consultation has taken place with highways, ecology or heritage?	RCC have been aware of the NP review. Developers/agents may have made contact on specific sites. The SEA included engagement with RCC
Table 1 – U-HA1	How is the 'future link road' referenced and evidenced in the plan?	Wording to be amended e.g. "future road connections"
Table 1 – U-HA2	Where is the evidence for the need of bungalows and why on this specific site?	Refer to consultation, Census and developer engagement.
Table 1 – U-HA4	Where is the evidence for the need of bungalows and why on this specific site?	As above
Table 1 – U-HA5	See highway comments	Noted
Table 1 – U-HA6	See highway comments	Noted
U-HA1	Site Allocation: Land in front of Cricket Club, off Leicester Road	
Rationale – Para 2	How are open space requirements determined? Needs justification for the 'possible future investment in roads'	Combined OS needs, community aspirations and landscape Explanation could be added....
Rationale – Para 3	Need to explain the status and likelihood of the proposal of the bypass	Noted, wording could be added...
U-HA1	a) Justification for including single storey dwellings b) Unreasonable for a policy to specify local providers, the use of a local provider is a community aspiration and not appropriate in this planning policy which needs to promote	Refer to consultation, Census and developer engagement. Noted, this could be considered, but why 50 dwellings, this prevents new entrants

	<p>viable development. What might be an alternative requirement could be to seek, for instance, that the developer to use reasonable endeavours to select a provider having at least 50 dwellings (including shared ownership) in management in Rutland or being based in Rutland.</p> <p>e) Unreasonable and unjustified to include this within the policy</p> <p>Highway Comments</p> <p>A full Transport Assessment will be required to assess the impact on the surrounding road network, identify the type of junction necessary on Leicester Road and identify any mitigation for any unacceptable impact (both capacity & safety) beyond the access. Existing speed limit/vehicle speeds along Leicester Road also need consideration, which will not necessarily be appropriate once the new development is in place. A reduction in speed limit combined with measures to ensure a reduced speed limit is self-compliant is likely to be requested by the LHA. A Traffic Regulation Order(TRO) will be required to regulate any changes to the current speed limit. Whilst a secondary access is not necessary for this development on its own, should there be any intention for future development beyond this site, consideration may need to be given to a secondary access off Leicester Road (if the indicated bypass on plan UP-NP-DS-U-HA1 does not come to fruition). Whilst this development land on its own would not warrant a bypass, nor would it be viable, land could be set aside for a future scheme although at present there are no plans for such a road. It is not clear why the indicative bypass route including a very large roundabout is required or why it is located in such a way as to sever the proposed development land leaving two strips remote from the remainder of the development. Whilst acknowledging that this is an indicative sketch, the bypass shown looks over-designed and excessive in size. In our view, if a bypass is warranted for reasons (other than this site alone) an indication of the entire bypass route should be provided and it would be better located to encompass</p>	<p>Disagree but note that wording could be clearer.</p> <p>Noted, could include a policy clause requiring a full transport assessment.</p> <p>The comments seem to indicate that development could be acceptable in highway terms.</p> <p>However, the points about the “by pass” need to be considered in terms of how it is explained.</p>
--	---	--

	any and all future developed land, rather than siting within. The indication of a bypass cannot be construed as any form of approval from Rutland County Council at this stage, or until due process is followed. The LHA are relatively satisfied that this development (not the bypass) could be acceptable in capacity and safety terms subject to detailed assessment and the implementation of suitable mitigation. Should Uppingham Town Council (UTC) have an aspiration for a bypass (as partly indicated on this plan) it is strongly recommended that this is progressed first in order to identify a suitable route which can then be used to design within. However, UTC should note that the LHA would not wish to see a connecting link road from Leicester Road through to a bypass within a housing development.	
U-HA2	Site Allocation: land off Ayston Road	
Rationale – Para 1	Justification required along with evidence of consultation with the highways authority	This is covered in the sites assessment report
Rationale – Para 2	Justification for the bungalows	Refer to community consultation
Rationale – Para 3	Why is the commercial/community use required to enable the housing? Where is the landscape impact assessment? The northern part is an area of high landscape sensitivity	Refer to community consultation Noted, this is to be explained/expanded
U-HA2	a) If the dwellings are market homes, how can the policy specify this, it is superfluous b) Unreasonable to specify local providers, the use of a local provider is a community aspiration and not appropriate in this planning policy which needs to promote viable development. What might be an alternative requirement could be to seek, for instance, that the developer to use reasonable endeavours to select a provider having at least 50 dwellings (including shared ownership) in management in Rutland or being based in Rutland. c) Justification required, how big? What type of play area? LEAP or LAP? d) Why are 'ironstone and red brick' specified on this site and not others? What is the justification? f) See highway comments g) Justification required – what type of commercial/retail development? How has	It reflects early community consultation on housing sites and at Reg. 14 Noted, this could be considered, but why the 50 dwellings limit, preventing new entrants. The policy as written is reasonable but, include cross reference to RCC standards. Acknowledge, delete this. See below

	<p>the juxta-positioning of employment and residential uses been assessed?</p> <p>Highway Comments</p> <p>The LHA agree that this land can only be accessed by a single access, given its frontage, however its location and type must be given very careful consideration with detailed design. An access between the arms of Ayston Road roundabout and Northgate would NOT be acceptable due to the constricted length between. Access 'may' be possible opposite Northgate, however the design must ensure vehicles are not backed-up up to and on to the A47 junction/A47. A full Transport Assessment will be required (including the other 3 parcels both sides of Ayston Road, should they be included in the final neighbourhood plan) to assess fully the impact of this and neighbouring development locally and within the surrounding road network, the extent of which is to be agreed with the LHA. The LHA cannot at this stage give any indication as to the acceptability of development on this site without further work. It is also worth noting that it is highly unlikely that a spur off the A47 roundabout would be possible due to the existing layout of the roundabout, topography of the land and the fact that the roundabout already has 5 arms.</p>	<p>Needs to be considered by the developers.</p> <p>Noted, could include a policy clause requiring a full transport assessment.</p> <p>The comments seem to indicate that development <i>will hopefully</i> be acceptable in highway terms.</p> 
<p>Rationale – Para 3</p>	<p>Why is the commercial/community use required to enable the housing? Where is the landscape impact assessment? The northern part is an area of high landscape sensitivity</p>	<p>Clarify that commercial element is to meet local needs/demand not to enable housing. Landscape sensitivity noted</p>
<p>U-HA3</p>	<p>Site Allocation: Land north of Leicester Road</p>	
	<p>a) If the dwellings are market homes, how can the policy specify this, it is superfluous</p> <p>b) Unreasonable to specify local providers, the use of a local provider is a community aspiration and not appropriate in this planning policy which needs to promote viable development. What might be an alternative requirement could be to seek, for instance, that the developer to use reasonable endeavours to select a provider having at least 50 dwellings (including shared ownership) in management in Rutland or being based in Rutland.</p>	<p>Disagree. It is reasonable to have policies about housing mix.</p> <p>Noted, this could be considered, but why 50 dwellings, this prevents new entrants.</p>

	<p>c) Does this need specifying in the policy? See highways comments</p> <p>d) This is not a land use policy</p> <p>g) Repeats point d, see comments above</p> <p>Highways comments</p> <p>Site currently going through the planning process and recent developments have secured a suitable access off Leicester Road by way of a roundabout, which the LHA insisted upon.</p>	<p>If it is now committed no need for clause. Could UTC transfer be included in explanation? Noted, can be deleted</p> <p>Noted, is this a formal commitment??</p>
U-HA3 Map	Given that this is a full review of the Neighbourhood Plan, should this be included in this form?	Clarification needed from RCC
U-HA4	Site Allocation: Land at Uppingham Gate	
Rationale	See highways comments Justification based on need for bungalows not aspiration	It reflects early community consultation on housing sites and at Reg. 14
U-HA4	<p>Justification based on need for bungalows not aspiration</p> <p>Does not refer to affordable housing and should require 30% affordable housing explicitly for consistency</p> <p>Highway Comments</p> <p>A full Transport Assessment will be required (including the other 3 parcels of land both sides of Ayston Road, should they be included in the final neighbourhood plan) to determine the impact of this and neighbouring developments on the junction of Northgate with Ayston Road and the surrounding road network. There is likely to be a need to upgrade the junction of Northgate and Ayston Road, but without the benefit of a Transport Assessment the LHA cannot predict what this is likely to consist of.</p>	<p>See above</p> <p>Noted a standard affordable housing clause can be added.</p> <p>Noted, could include a policy clause requiring a full transport assessment, linked to other nearby sites. Comments seem to indicate development could be acceptable in highway terms. Is Northgate access to Uppingham Gate?</p>
U-HA5	Site Allocation: Land East of The Beeches	
Rationale	See highways comments	See below
U-HA5	<p>Does not refer to affordable housing and should require 30% affordable housing explicitly for consistency</p> <p>Highways Comments</p> <p>Same comments as U-HA4 above. It is noted that this site abuts The Beeches, which would be an excellent secondary connection. However, whilst The Beeches is adopted public highway there is third party land between the public highway and the site edge red for U-HA5. Further investigation</p>	<p>Noted a standard affordable housing clause can be added.</p> <p>Noted, access arrangements/viability need to be confirmed.</p> <p>Noted, could include a policy clause requiring a full transport assessment, linked to other nearby sites.</p>

	would be necessary to identify the owner of said land and to see if this land could be used as a point of access. At minimum pedestrian connectivity would be welcomed. Should this be possible, the area between would need to be re-configured to meet adoptable standard of a housing estate road. Concerns about the deliverability of the site due to access	Hopefully concerns about deliverability can be addressed.
U-HA6	Site Allocation: Land off Goldcrest and Firs Avenue	
U-HA6	Does not refer to affordable housing and should require 30% affordable housing explicitly for consistency Highway Comments Same comments as U-HA2 above. It would appear that this land is only going to be accessible through the above-mentioned U-HA2 site. Given this and in order to future proof any connection on to Ayston Road, this land and use must be factored into an overall assessment for both sites as well as the two sites on the opposite side of Ayston Road. The comments relating to Firs Avenue are noted, however a secondary connection (permanent, not construction traffic) could be possible but this may give rise to opposition from those residents. A connection via Goldcrest would potentially be viable in geometry terms, however there is third party land between the existing public highway and the site edged red for this site, therefore a connection may not be possible in any event. Further investigation work would be required to identify the owner of said land and to see if this land could be used as a point of access, subject to the views of those residents. At minimum pedestrian connectivity would be welcomed. Concerns about the deliverability of the site due to access	Noted a standard affordable housing clause can be added. Noted, access arrangements/viability need to be confirmed. Noted, could include a policy clause requiring a full transport assessment, linked to other nearby sites. Hopefully concerns about deliverability can be addressed
	All Sites/Overall Map	
All Sites	Safe and convenient pedestrian connectivity is fundamental and serious consideration must be given to public transport provision as some of the sites are of significant size or geometry that would render any existing services too difficult or too far in our view. This later point would however depend also on whether the public transport providers consider a route through these sites viable.	Noted, this will be investigated/addressed.

Cluster Site of U-HA2, 4, 5 and 6	The proposal for all of these sites within close proximity to one another will undoubtedly result in a significant increase in traffic leading to a potentially severe impact which must be fully assessed and fully mitigated against. Whilst the main impact will be at the junction of Northgate and Ayston Road, given the amount of development, the impact will occur further afield and similarly will need to be assessed and any unacceptable impact mitigated against. Under no circumstances will all or any parts of the development be allowed to impact on the A47 or the roundabout by way of queuing. It may transpire that not all sites are developable due to capacity of the road network and impact on highway safety, in which case a decision will need to be taken to decide which sites come forward and which do not.	Noted, this is a significant point. Landowners/ developer need to work together discuss options and address highway concerns. See above. This could take some time.
Allocations Map	Route appears to come to an abrupt end Need to include some commentary on the likelihood of the possibility of the route	Noted
OH1	Affordable Housing	
Rationale – Para 2	Needs to recognise the role Uppingham plays in the settlement hierarchy (second town in County, and as such is likely to meet housing needs from outside Uppingham Bullet 2 – Needs further clarification, the 10% requirement in the NPPF is for all affordable home ownership (but not including Starter Homes which are not affordable housing). There is a national requirement that 25% of affordable homes on sites of 10 or more dwellings to be First Homes. The Council has adopted Informal Planning Guidance on the provision of First Homes in Rutland.	Noted, it should be possible to amend/add to wording to reflect the RCC comments.
Rationale – Para 3	This would be best addressed as a community aspiration. An alternative could be, for instance, to seek that the developer use reasonable endeavours to select a provider having at least 50 dwellings (including shared ownership) in management in Rutland or being based in Rutland.	Noted, this could be considered, but why 50 dwellings, this prevents new entrants.
OH1	b) How will this be achieved? Final sentence is not a land use policy This should include a provision for lettings to be supported by an appropriate nominations agreement with Rutland County Council as Local Housing Authority. This is the normal	To reflect local needs/aspirations. Housing mix policies are applicable in NPs.

	<p>practice in Rutland and recognises the Council's duties under the Housing Act 1996 (as amended), such as maintaining the statutory housing register and tackling homelessness.</p> <p>As a small town in the settlement hierarchy, Uppingham is expected to help meet the needs of the surrounding area within Rutland and well as meeting its own needs. The Town Council should not have a veto over management arrangements. An alternative could be, for instance, for Rutland County Council to seek that the developer use reasonable endeavours to select a provider having at least 50 dwellings (including shared ownership) in management in Rutland or being based in Rutland. The Policy should include this or a similar phrase: "Rutland County Council may refuse development proposals which, in its opinion, seek to under-develop or split sites in a way that is likely to reduce the affordable housing contribution and/or promote off-site provision."</p>	<p>The management arrangement could be shifted into the explanation.</p> <p>Noted, this could be considered, but not a 50 dwelling limit, this prevents new entrants.</p> <p>Agreed, this seems reasonable.</p>
OH2	Local needs and flexible homes	
Rationale – Para 2	<p>There is a proven need for 1 bed properties arising from the SHMA</p> <p>Why should 1 bed properties be in urban areas and not Uppingham?</p>	Acknowledged, see separate report.
Rationale – Para 3	<p>Not supporting 1 bed units is not in conformity with the SHMA and strategic policies</p> <p>There is a need for one bed roomed affordable housing for rent in Uppingham which needs to be met. Its need in Rutland is evidenced by the Strategic Housing Market Assessment Update 2019 and the requirements of Policy SP9 in the Site Allocations and Policies DPD. Single people of working age will not be housed in two bedroom affordable housing for rent due to the benefit system's 'bedroom tax' (and the higher rent levels if they are not on benefits) and because social landlords seek to make the best use of properties. Section 5R of the Design Guidelines for Rutland SPD provides guidance on the appropriate design of one bedroom dwellings.</p>	Acknowledged, see separate report.
OH2	Criteria is not justified and not a land use policy	<p>Disagree, this is based on a Made NP Policy</p> <p>Noted, this could be clarified</p>

	The provision of specialist accommodation will not be appropriate (and sometimes not needed) on every site.	
OH3	Self-build and custom housebuilding	
Rationale	There is not a shortfall in self-build plots, it is more a case of planning for future needs Based on the RCC approach but what approach is that?	Not understood. Seek clarification from RCC
OH3	Policy has no weight	See above
OH4	Smaller scale infill development	
Rationale – Para 3	Why is 9 or less considered appropriate for this?	Based on other Made NPs, but alternative could be agreed with RCC
OH4	It would not be appropriate to include bullet point a) in this policy	Noted, delete and include in explanation
OH5	Design and Access Standards	
Final Paragraph	Is this appropriate? Not sure this paragraph should be included within the policy as it cannot be used a consideration to determine a planning application. Better placed in the supporting text.	Disagree, this is a reasonable NP requirement related to the NPPF and “Achieving good Design.”
k)	Building regs requires that a new residential building with associated parking must have access to electrical vehicle charge points	Noted, delete from the policy, but reference need for EV charging points in rationale.
C&H2	Other designated heritage assets, including Listed Buildings, Important Open Spaces & Frontages, and archaeological sites.	
(1)	Not necessary to include this in the policy	Disagree. It is helpful to property owners to have the cross references to the LP policies. For other clauses, it would be helpful to expand the explanation to outline the locally important relationship between the Conservation Area and the functioning town centre plus the school buildings/campus.
(2)	Does this add anything to Policy SP20?	See above
(3)	Does this add any additional protection to Policy SP20?	See above
TC1	Primary Retail frontages	
TC1 – Last Sentence	Para d) what is intended by ‘will provide a direct service to the public’? What is the justification for the extensions? Is there evidence to support this?	Noted, explain that this is about shops being open to the public. No change. As noted in the evidence paper, this is a local and not a strategic matter. The extension is based on local knowledge and consultation
OR1	Preferred locations for convenience stores	
OR1	This policy is vague, what would be an appropriate scale and an appropriate site? As written this could be anywhere Policy U-HA2 sets out the adjoining land to the north is proposed for community/retail development. Should policy OR1 refer this	Noted, agreed that this could be more specific

	site for transparency? Site unlikely to be able to have both?	
BE1	Uppingham Gate business and retail uses	
BE1	a) How is this achievable? b) What reference within the NPPF? d) Need to reference accessibility 2) Why 32 elderly persons apartments? How did you get this figure and why is it not included within the dwellings figure? 4) This point is not clear	It is a legitimate consideration. Noted refer to NPPF Para. 130 . Noted, reference access by foot, cycle and public transport. Noted refer to nursing home. Noted, need to explain/consider this.
BE2	Land at the junction of A47 and Ayston Road	
Rationale – Para 1	Where is the evidence for this? What support has there been from blue light services for this specific proposal? The landscape study says a lot more than what is described here Policy U-HA2 for this site sets out the adjoining land to the north is proposed for community/retail development. Is this blue light services the community development or in addition to community/retail?	If possible, this policy needs to be integrated with Policy OR 1 and to specifically include, or not, the potential blue light
Rationale – Para 2	Are highways suitable to accommodate this?	Needs to cross refer to the RCC highways comments on need for a traffic assessment.
BE2	Needs something further regarding landscape impact	Noted as above
BE3	Land at the junction of A47 and Ayston Road	Error refers to Station Road Industrial Estate
BE3	Upgrade of road surface is not a land use policy consideration Quantity of street lighting is not a land use policy Introduction of a pressure pad/sensor warning light is not appropriate in this policy How will traffic management and improved parking be delivered? Building regs require commercial buildings with more than 10 car parking spaces must provide one electric vehicle charge point Policy seems more a community aspiration?	Noted, but these are legitimate concerns. Simplify the land use elements of the policy, putting aspirations into the explanation
BE4	Welland Vale Business Zone	
BE4	Why would these proposals be accepted on this specific site?	Noted. Need to explain that this has become a (de facto) employment/business site
BE5	IT and Communications	
BE5 – 1)	This provision is subject to the practicality of achieving this. The needs/preferences of the	Disagree. This carries on the approach of the existing NP

	property owners and occupiers is not appropriate within a land use policy	
BE6	Proposed tourism development	
BE6	What about if these are within the countryside?	This comment is already addressed by the final clause of the policy.
TR1	Reducing town centre traffic	
Rationale – Para 2	The plan should comment on the likelihood of the ‘new relief road’ See highways comments	Disagree, explanation covers approach to achieving better road connectivity.
TR2	Active Travel	
TR2	Need to be more specific, will this apply to all development? What about household extensions?	Clarify policy refers to non-householder and does not include shop front, signage etc.
TR3	Town Centre Parking	
TR3	Reconfiguring existing parking is not a land use policy	Noted, put in explanation.
TR4	Town Centre Parking	
	A redesign of the bus interchange is a community aspiration not a land use policy	Noted, re-word policy.
CF2	Investment in new and improved community facilities and services	
CF2	Policy cannot be used to determine a planning application. A community aspiration? Investment is covered by CIL therefore this policy is inappropriate The final sentence is not clear	Noted, but it is a legitimate NP policy. Put final clause and criteria at start of policy. (NB based on Made NP policy)
OS2	Open space provision within new housing developments	
OS2	a) Provision of larger open spaces, and their practicality/viability is for determination of RCC as the LPA and not the Town Council b) Need to say Policy SP22 will be updated c) Needs clarification	Disagree, it is unreasonable to suggest that this cannot be included in an NP. Noted, refer to this in explanation Noted, this can be expanded.

Appendix 7: Summary of Community Consultation Outcomes

150 responses were received, including 17 not fully completed and 5 from external consultees. The percentages are summarised below. Based on a “Disagreement” rating of 20% or more, the results highlighted in red are those which require consideration by NPAG. These concern the housing requirements (H1) and the selection of housing sites (H4), in particular those in the shorter term (U-HA1, 2, 3 & 6). BE2 is also included, presumably because of the relationship with proposed housing.

	Vision	Heritage	Growth	Spirit	Community	Sustainable	Investment	New Houses	Clusters	Tourism
Agree	75	81	77	79	78	82	71	53	64	65
Disagree	7	3	4	3	5	3	2	18	9	7
Neutral	18	16	19	18	17	15	27	29	27	28

	GP 1	H1	H2	H3	H 4	U-HA1	U-HA2	U-HA3	U-HA4	U-HA5
Agree	69	33	70	53	37	48	45	50	65	48
Disagree	5	39	8	11	33	27	27	26	13	18
Neutral	26	28	22	36	30	25	27	24	21	34

	U-HA6	OH 1	OH 2	OH 3	OH 4	C&H 1	C&H 2	TC 1	TC 2	TC 3
Agree	47	63	72	63	55	71	79	76	77	79
Disagree	27	7	3	5	11	3	3	3	1	2
Neutral	26	30	25	32	34	26	18	21	22	19

	OR 1	OR 2	BE 1	BE 2	BE 3	BE 4	BE 5	BE 6	Community	TR 1
Agree	74	54	71	53	67	70	67	61	57	71
Disagree	5	12	5	23	8	4	1	3	7	5
Neutral	21	34	24	24	25	26	32	36	36	24

	TR 2	TR 3	TR 4	CF 1	CF 2	OS 1	OS 2	Void	25 to 65	65+
Agree	75	67	74	80	78	81	72			
Disagree	2	5	3	2	2	1	6			
Neutral	23	28	23	18	20	18	22		40	60

Percentages are rounded. Italics are adjusted to sum up to 100%.

Appendix 8: Categorisation and analysis of community comments

Analysis and review of Community Comments (See “Any Other Comments” on the questionnaire).

Introduction Of 150 questionnaire responses, 5 were from external consultees and are considered in the review of external consultation outcomes. The questionnaire agree/disagree/neutral options enabled a statistical summary of support (or not) for the Vision, Objectives and the NP policies, presented separately as the “Summary of Community Consultation Outcomes.” In addition to those responses 119 people (79.33%) completed the “Other Comments” section. 26 people (17.33%) had no comments and 5 (3.33%) were from external consultees.

Findings and Conclusions Many of the comments were lengthy and covered multiple aspects of the Draft Plan. As set out in Table 1 (below) these have been categorised and an assessment made of the extent to which that they are supportive or opposed to the Draft NP. In each case an explanation is provided as to whether an amendment to the NP for Submission is justified or whether it is not. In summary, the findings are:

(A) A number of respondents request that the emerging government approach to housing requirements is considered and a new housing assessment done. Within these comments there is a set of similar submissions related to the proposed housing on The Beeches and the need for access to be secured prior to development. However, they would support the NP in the Referendum if these matters were addressed. The question of housing needs/numbers is considered in a detailed Housing Requirements paper which also covers RCC and developer comments.

(B) These and other comments also refer to the need to reconsider the housing numbers for each proposed site. However, site considerations, including a desire for mixed uses along with landscape and highway issues mean that altering numbers is not practicable.

(C) Infrastructure provision, associated with new houses and a growing population, features in many comments. This is reasonable and it would be helpful for the next version of the NP to contain more detail. This matter will also include a clearer definition of phasing requirements.

(D) Open spaces, including the allotment feature in other blocks of comments. The allotments are to be proposed as local Green Spaces in response to submission for individuals and the Allotment Society. It will also be helpful to ensure that open spaces identified/protected in the existing NP and RCC Local Plan are included in this refreshed version.

(E) Related to concerns on infrastructure, several comments referred to the Library and the need for increased provision of facilities for young people. These matters are already addressed in NP Policies, but more detail can be provided in the “Rationale” sections.

The full comments, as transcribed from those received, are set out in Appendix 1. The summary table is a robust and inclusive means of addressing the comments and relating them to the questionnaire responses. This provides a good means of assessing the need (or not) for amendments to the Draft Plan. Although the key points are addressed in this analysis, the length and complexity of some comments including direct questions to the Town Council, (e.g. Nos. 10, 16, 18, 31, 43 and 150) may need more detailed response alongside the NP process.

Other (non-planning) comments Some comments concern matters which fall outside the NP, which in line with legislation and guidance, has to focus on land use matters. These comments, including: litter, dog fouling, grounds maintenance, anti-social behaviour and governance will be considered separately by the Town Council and or referred to the appropriate authority (including Rutland County Council and The Police).

Table - Categorisation and analysis of comments

Category	Questionnaire numbers and summary	Totals	Notes
NP Vision & Objectives	Important to address climate change: 38 Pause NP to await new Govt. Guidance: 133 In reality, despite the objective, open spaces lost: 38	1 1 1	Reference could be increased here and in GP1 <i>See below</i> Allotments LGS & checking OSs will address this
GP1 Sustainable development and climate change	Improve insulation: 6 More emphasis needed: 38, 149 Allocate site for solar/wind power: 119	1 2 1	Not (unfortunately) a planning matter. <i>See vision and obj. above</i> No wider support and too late in NP process

H1 Housing numbers and densities	Too many houses. Up to date assessment of government housing requirements: 10, 28, 30, 38, 57, 103, 119, 121,122, 124, 129, 133, 136, 137, 139, 140, 141, 142, 146 & 147 (inc. 10 from Beeches)	20	<i>See housing requirements paper.</i>
H2 Infrastructure requirements and population increase from new housing.	Concerns: 7, 10, 15, 16, 18, 21, 23, 30, 31, 35, 24, 51, 52, 55, 81, 86, 89, 114, 142, 144 and 150	21	These points are well - made increase infrastructure references.
H3 The timing of development	Need greater penalties for delays: 10 Support/need for phasing: 22, 38, 129 Plus 10 comments from Beeches residents.	1 3 10	Not possible within an NP Noted, the more explicit phasing of sites will address this.
U-HA1 Leicester Road	Opposition: 58, 83, 118 , 121, 142, 150 Link to north/south bypass: 18, 64, 66, 114, 150 Opposed to bypass: 109, 125, 135 Access to UHA6 (Goldcrest) 50 & 60 Reduce number of houses on it: 29, 51 Adverse impact on countryside: 18, 51	6 5 3 2 2 2	Opposition is limited but need to cross reference to the questionnaire responses. The wording can be reviewed to ensure that all necessary matters have been addressed. Reduction of number of houses is not appropriate.
U-HA2 Ayston Road	Retail on U-HA2 would be better on U-HA4. 1, 21, 29 Highway safety/junction 10, 18, 23, 29, 31, 35, 37 Increase housing numbers on it: 29, 31, 51, 118, 150 Opposed (dropped in	2 6 5 2 1 2 1	<i>This needs to be considered by NPAG, could non-food retailing be appropriate on either site?</i> Liaison with RCC highways/developer may be necessary to help define details. Unless retail dropped, more houses is not appropriate given mixed use & landscape.

	2015) 1, 85 Agricultural land quality: 31 Access to UHA6 (Goldcrest) 50, 60 Use for business units: 33 Concern over agricultural land quality: 31		Noted, this has been specified. Not necessary: focus on Upp. Gate & Station Rd. Land quality has been considered in the Sites Assessment and the SEA.
U-HA3 Leicester Road North	Opposed: 118, 142 Agricultural land quality: 31 Traffic concerns: 29, 35, 44, 63, 150 Link to north/south bypass: 18, 64, 66, 114 Access to UHA6 (Goldcrest) 50, 60 Reduce number of houses on it: 29, 51 Adverse impact on countryside: 18, 51 Concern over agricultural land quality: 31	2 1 5 4 2 2 2 1	In effect the imminent outline pp represents a commitment. It will only be possible to address details that fall outside the outline pp. Land quality was considered in the application.
U-HA4 Uppingham Gate	Food store there: 1, 29, Need for filling station: 18 Traffic & parking concerns: 31, 77, 129 More houses on it: 51, 86, 150 Support for mixed use: 138	2 1 3 3 1	<i>This needs to be considered by NPAG, could non-food retailing be appropriate on either site?</i> Liaison with RCC highways/developer may be necessary to help define details. Unless retail dropped, more houses is not appropriate given mixed use.
U-HA5 The Beeches	Opposed: 103 Support, if no access from existing Beeches. Secure access via Uppingham Gate first and further Housing Needs Assessment: 76, 122, 124, 129, 136, 137, 139, 140, 141, 146, 147 & 148 More houses on it: 51, 118 & 150	1 12 3 1 1	Opposition is limited. <i>See housing requirements paper.</i> Access via Uppingham Gate is already specified Increased housing numbers not appropriate. Noted, phasing to be made more explicit.

	Phasing, define “longer term”; 109 Closer to town centre/better than others: 121		
U-HA6 Goldcrest	Concern over agricultural land quality: 31 Concerns over traffic on A6003: 31 Need to secure access from Ayston road (UHA2): 31, 44, 50, 60 More houses on it: 51, 118 & 150: Closer to town centre/better than others: 121	1 4 3 1	Land quality has been considered in the Sites Assessment and <i>the SEA</i> . Already specified in NP, but reference could be strengthened by reconsidering “Primarily” Increased housing numbers not appropriate. Noted, but alternatives have been considered/
Other Housing (OH1)	Prioritise affordable for local people: 125, 135 Achieve standards & ensure affordable rents: 26 Focus on younger people/low income: 61, 62	2 1 2	<i>It is only possible to work within the RCC policy, but a (very) local provider may be able to provide this focus on small schemes.</i>
OH 2	Concern of lack of infrastructure plans: 10	1	Noted, see comments on H2 above.
OH 3	No comments	0	
OH 4	Support for approach to infill: 10	1	Noted/welcomed, but opportunity limited.
OH 5	Focus on parking: 10 Support for approach to character: 10	1 1	Noted, no change necessary. Noted, no change necessary.
C&H1 (Conservation Area)	Consider finance support in Conservation Area: 10 New Gov’t. Guidance will protect heritage more: 10	1 1	Can be considered and may be addressed from NP CIL income, plus external sources.
C&H2 (Other Heritage assets)	Protect Archaeology: 61 Too much development damages heritage: 28, 38	1 1	Archaeology is already in the NP Policy. Noted, has been considered in site selection
TC1 (shopping frontages)	No comments	0	
TC2 (Market Place)	Support principle, but concern on materials: 26 & 86	2 1 1	Noted, reference can be made to materials. Noted, already covered in the Community Proposals TC1 & 2

	Need for venues/events sign Keep social activities, fatstock show etc: 46		
TC3 (Innovation/investment)	No comments	0	
OR1 (Larger convenience stores)	Focus on Uppingham Gate (U-HA4) not Ayston Road: 1, 21, 29, 35 Support for “affordable” supermarket: 12,46,75 & 97 Needs to be closer to town centre: 48 Will damage town centre: 65	4 5 1 1	<i>This needs to be considered by NPAG, could non-food retailing be appropriate on either site?</i> Noted but this is not a planning matter. Noted, but the concerns have been considered and there are no alternative sites.
BE1 (Uppingham Gate)	Enable access to UHA5 (12 from Beeches residents) Support: 86, 138 (with new access) Shop/business harms town centre/Station Rd: 4 & 48 Too out of town for retail: 55	12 1 2 1	Access via Uppingham Gate is already specified Noted, but the concerns have been considered and there are no alternative sites.
BE2 (A47/Ayston Road)	Retail on U-HA2 would be better on U-HA4. 1, 21, 29 Access/junction 10, 18, 23, 29, 31, 35, 37 & 62 Increase housing numbers on it: 29, 31, 51, 118, 150 Opposed (dropped in 2015) 1, 85 Agricultural land quality: 31 Need for more office/business space: 31 & 33 Retain part of site for emergency vehicle base: 138	3 8 6 2 1 2 1	This needs to be considered by NPAG, could non-food retailing be appropriate on either site? Unless retail dropped, more houses is not appropriate given mixed use & landscape. Land quality considered in the Sites Assessment. Not necessary: focus on Upp. Gate & Station Rd. <i>Needs to be considered by NPAG</i>
BE3 (Station Road)	Uppingham is not a “manufacturing town”: 4 Concerns of access/impact on	1 7 2	Noted, the wording can be reconsidered.

	residents : 123, 12, 18, 33, 70, 73 & 80(link road to A47) Prioritise Station Rd. not Uppingham Gate: 48, 70		Noted, the need for improved/alternative access can be emphasised. There is a need for both employment sites
BE4 (Welland Vale)	Concerns over access/safety: 123	1	Noted, but reference already made to RCC
BE5 (IT & Communications)	Support, current provision poor: 67	1	Noted and welcomed.
BE6 (Tourism)	Improve (electronic) market place signage: 10 No more tourist shops needed: 28 Importance of car parking: 32 & 132 Importance of tourism: 52 No need to further encourage tourism: 81 & 100	1 1 2 1 2	Already in Policy & Comm. Proposal Not supported by research & consultation Noted and agreed. Ditto Not supported by research & consultation
TR1 (Scope for new connections)	Opposition to bypass: 109 Support/keep options open: 18, 21, 63, 88 & 126 Maps need to be improved: 64 Concerns about landscape/noise impact; 18 (part)	1 5 1 1	Opposition is limited. Supported noted and welcomed Noted, this will be addressed. Noted, will be considered in design
TR2 (Safer walking & cycling)	Support: 32 Sceptical (people are lazy): 42 Need good/short links to town centre: 131, 142 Cycle path on disused Uppingham/Seaton line: 28.	1 2 2 1	Noted and welcomed Not a planning matter Noted and agreed Noted, could be linked to Station Road policy
TR3 (Town centre parking)	More/better provision needed: 18, 42	2	Noted, already in NP
TR4 (Improved public transport)	Need for new bus services: 67	1	Noted, but this is not an NP matter.
CF1 (Community Facilities)	Concerns over the library: 23, 26, 32, 86, 109 & 127 Need for a town sports centre: 1, 32 & 86 Need for youth facilities: 32 & 57	6 3 2	Library in policy, but refer to in the Rationale Refer to this in Rationale for Policy CF2 Ditto

CF2 (New/improved facilities)	See above and note concerns about infrastructure investment above (H2) including medical facilities.	0	Noted explain and link this with strengthened housing/infrastructure policy H2
OS1 (Existing Open Spaces)	Open space should be green space (TC Sept. 7) remove OS1 A&B. Tod's Piece allotment designated "green space": 1, 10, 27, 96, 108, 127, 130 and 131. Policy should also cover existing NP/RCC "Important Open Spaces": 41, 49, 125, 128 Include two churchyards as open spaces: 55 No mention of/protect wildlife corridors and small streams: 8, 20, 68 and 76.	8 4 1 4	Noted, being addressed in response to consultation comments concerning allotments. Noted, examine this. Noted,(churchyards south/north of South View) Noted, include a reference in Policy GP1
OS2 (Open spaces/new housing)	No comments but see above and note the concerns about infrastructure investment above (H2)	0	Noted explain and link this with strengthened housing/infrastructure policy H2
Other Planning Comments	Poor mobile phone signals: 2 8, 20 (water quality) 16 Need for national investment by/in National Grid Working class pub, with live music and food: 97 Plan for a solar farm: 120 Increase partnership working with Uppingham school for public use and parking: 123	1 2 1 1 1 1	Already covered by policy BE5 Noted, include reference in Policy GP1 Strategic matter but NG consulted on NP Management is not an NP matter No other support for this A management rather than NP matter
Non Planning Comments	Opposition to/concerns new by-pass: 18, 109 Support for by pass (keep options open): 63, 88, 126 Maps need to be improved: 21,64 Need for landscaping: 38	2 3 2 1 6 2	No action needed No action needed Within ambit of building regulations not NPs Maintenance is not an NP matter. Not possible to include in NP

	Traffic management. 2, 18, 21, 23, 126 & 142 (Traffic lights, cameras, pelican crossings, lighting etc.) Parking issues on Seaton Road: 3 & 21 Transport links to Leicester, Peterborough and surrounding towns need to be a priority: 28 Safeguard bus services to and from Uppingham. Highlight need for a combined Leicester service: 67	1 1	Noted but not possible to address in NP Ditto Ditto
Miscellaneous	Not user-friendly, page numbers wrong in Q'aire. and maps poor: 1, 21, 28, 64, 79	5	Noted, this is to be addressed
No Comments	26 (17.33%)		
External consultee	5 (3.33%)		

Clive Keble Consulting April 2023

Appendix 9: Regulation 14 Detailed Public comments - verbatim

Uppingham Neighbourhood Plan.

Regulation 14 – Public Responses - April 2023.

1. The whole plan not user-friendly page numbers and maps poor. Housing needs priorities are bungalows, starter homes, affordable rental properties via the local authority ie council house or managed by responsible Housing Association. OS1 open space should be green space (as agreed at Council September 7). Therefore OS1 point A and B should be removed from the NP. UHA2 was dismissed in 2015. Why is it back on the plan? The suggested retail etc for that site could be incorporated into UHA4. OR1 page 29 I would hope the town residents will have their say in which supermarket is proposed. It has been noted that in 2022 ALDI expressed interest but appeared to have been disregarded in favour of Sainsbury's, by Uppingham First. If we are out to have a supermarket, I would expect the town should make that decision. It is noted a crematorium is not mentioned in the NP, despite the forum Chairman announcing its likelihood in April edition of the Stanford mercury. Since it is not in the plan, I trust this proposal can only be decided by UTC. If it is proposed, I will opposite oppose it on many grounds. Additional to this plan is the need for a Town Sports Centre.

2. Mobile phone signal in town centre to be improved. Enhanced cameras at crossroads traffic lights, (Orange Street, Ayston Road, North Street/East West), numerous vehicles go through red lights.

3. I am concerned about expanding parking provision at the top of Seton Road. No spaces are evident recently all-day parking has been frequent in Cedar Close, often on the pavement which severely impacts residents in the use of wheelchairs and mobility scooters. Most of the residents are quite elderly. Making Seaton road a regional policy area may well increase the problem.

4. Uppingham maybe the second town of Rutland, but it is a big village.

Do not interfere with the businesses trying to make a living on the High Street.

Uppingham Gate is effectively out of town, so commercial activities i.e. a food store will reduce the town centre.

Industrial activities at Uppingham Gate will lead to the deterioration of the established Station Yard employment site.

Policy BE3 Uppingham is stated to be a “manufacturing town”. Really?

There is some manufacturing, but Uppingham is a market town primarily serving a public school of national prominence.

5. No comment.

6. References to ‘low-cost housing’ seems meaningless to me.

In the aim of reducing climate change, does the council have any influence on the amount of insulation in houses or the provision of solar panels on roofs?

Today's Piece allotment should be designated “green space in the plan”?

“Low-cost housing” should include rental accommodation as mandatory. What young people cannot afford to buy they may be able to rent.

7. Doctors parking school provision sprang to mind. 600 houses mean at least two cars per house probably 1000 more children and secondary school already has a wide catchment area and no sixth form provision. Doctors although good can't provide appointments when required, public transport also needs to be a useful commodity, not like the intermittent service in 2023.

8. Open spaces in environment, Great care must be taken to prevent protect wildlife corridors. We have seen that wildlife corridors can be adversely affected by infill private development. Uppingham is fortunate in attracting animals that live in the countryside. The quality of water in the town streams must be protected. freshwater streams flow into the Welland from which drinking water is drawn downstream footpaths along Newton rode to lie field school of far too narrow in places.

The high density of parking along Stockerston Road is hazardous passing places should be created.

9. No comment

10. General observation.

Numeric data provides context. There has been no attempt to quantify the impact of the 510 new homes in terms of population numbers. If this is extended to new commercial and business undertakings, the reader is left with no overall understanding of community impact in terms of the

increased volume of traffic (private and confidential, or people).

This is a serious omission of data that would allow residents to better understand the likely impact of the plan on their future lived experience in Uppingham.

PAGE 10. Housing policies item one. overall housing numbers policy UHA1

1. Can UTC confirm the basis upon which RCC have confirmed the minimum of 360 dwellings for Uppingham for the period 2021 to 2020 – 41? In the previous rejected Neighbourhood Plan for Rutland the 650 homes to be built as part of the Stanford North development was assigned by RCC to South Kesteven as part of the latter dwelling requirements obligation. It is understood that the quarry farm housing numbers will form part of the revised Rutland local plan.

2..... “discretion for the MP to set a buffer to address choice and contingency” on fifth of December Secretary of State Gove announced that he is reviewing criteria for NPs. In the light of the following quotes from him some councils are already delaying or pausing their draft plans.

Gove's announcement said

1. The changes are because communities feel under siege from developments.
2. Local councils will divert determine their own housing numbers so we'll be able to plan for fewer houses when building is constrained by Heritage, character, environment, or greenbelt. Protection of the latter will be strengthened.
3. Housing targets will remain but are a starting point, with new flexibilities to reflect local circumstances. There is a need to enhance the environment and create proper neighbourhoods.
4. There will there be new powers to promote brownfield development whilst Greenbelt will have more protection?
5. Plan to build enough of the right homes in the right places with the right infrastructure.

Why in light of the secretary of states and statement does UTC still see requirements set a buffer?

PAGE 10 housing policies item two associated infrastructure policy H2

1. The provision of infrastructure associated with new housing. (See also policy OH2 page 24.) I would suggest that the principal reason that “communities feel under siege from developments” is a consequence of infrastructure not being planned in detail and delivered in a lockstep with the planned housing developments and the pressure the arising on existing services. It is for this reason that we have seen medical practices placed in special measures and more general difficulties on obtaining consultations. See also note one below. It is for this reason that we see shortages of school places and teachers. In this regard it is disappointing to note given the scale of proposed development, that no mention is made of any sixth form provision in Uppingham.

When will a detailed infrastructure plan be produced?

Will the developers be required by UTC to discuss the future provision of health services at school spaces with these providers? In advance to of any outline planning approval?

We are told that 1 million pounds have been spent on the production of the Uppingham

Neighbourhood Plan. Why has money not been found to produce an infrastructure plan?

Assuming all of the houses set out in the consultation document are constructed within the period of this plan, how much money will be generated from the 25% of CiL funds arising for UTC to go forwards investment in education and health infrastructure?

PAGE 11 Housing policies item three, the need for sites to be developed in a timely manner policy H3.

It is generally accepted the all house builders manage their build out rate to fit market conditions and hence profitability. Uniquely in the UK construction sector they are not subject to any financial penalties for delay lateness in the execution of the works if these are completed with the validity of the original planning permission. Does UTC agree that there is no case, other than the weather-related force majeure events, for delays beyond originally agreed construction period and hence financial penalties should always be levied on the developer.

Page 11. Housing policies item for proposed new housing estates. See also page 13 and rationale applying to UHA2 appendix one 2020 Paper 6. How has UTC satisfied itself such as to be able to assert that there will be no significant increase in heavy traffic through the town? Have any forecasts been produced for likely traffic volumes at the A47 roundabout? has UTC satisfied itself on the likely volume of traffic on the A6003 associated with those other developments in the RUTLAND Neighbourhood Plan. E.g. the 650 homes at Quarry farm? Have planned developments in adjoining counties e.g. Stanford North X quarry farm and the many developments around Corby been considered when making such an assertion?

PAGE 23 housing policies item one affordable housing policy OHA1

Affordable housing is based upon a percentage discount on the selling price of the home rather than the average earnings in the area of a typical buyer. The commitment therefore does not mean we can assume that younger people will be able to form partnerships at any lesser age than presently. We know that central government have undershot their target for affordable homes by circa 50%. We know that pre and post approval of planning permission, developers seek to reduce the commitment based on their developing cost plan, typically based pre-October 22 upon a margin net minimum of 20%.

What steps can UTC take to ensure that the pre-approval commitment by developers to specific housing numbers is adhered to?

Page 25 smaller scale infill development policy Oh4

The rationale stated is agreed, albeit the historic approach of RCC planning does not appear to be aligned with such aspirations. The policy if adopted would greatly assist small local builders and lessen the encroachment on our green spaces.

Why have more steps not been taken to identify developments of six to nine houses in establishing the IDR?

Does ITC recognise the present policy of RCC of applying the CIL to developments of one to five houses is resulting in many more such developments in adjoining areas? Small building firms and related trades require low initial startup capital and beyond transport only access to yield and

storage. Why is this aspect of the NP not seen as a priority within business employment, given the desirability of supporting and growing local companies in the building trades.

Page 26 policy OH5 Design and access standard item h.

Over the past 20 years there has been a 71% increase in sales of commercial vans compared to a 13% increase in cars. (Urban Transport Group). This is reflective of the increase in online shopping.

Is UTC satisfied with the provision made for off street parking in recent housing developments?

PAGE 27 providing the character and heritage of the town item one. Central Conservation Area Policy C & H1.

Does UTC recognised that the maintenance costs such buildings for owners and landlords is materially higher than modern structures?

Has consideration being given to the provision of grants or other financial support to ensure the good maintenance and street appearance of all structures in the CCA? Energy usage. - The majority of properties are heated by a combination of gas and coal/ wood.

How is UTC going to enable an environmental transition for these properties including the fitting of solar panels?.

PAGE 32 Item six The visitor economy Policy B E6 community proposal BE2 tourism?

F1. It has been suggested to RCC that the installation of an electronic sign in Oakham marketplace with information on venues and events will greatly improve communication with day visitors. Such a sign has been installed by Oundle.

Page 37. Community Facilities and services. item one existing community facilities policy CF1.

Absence of performing arts space in the county. Since 2020 Uppingham school no longer permits the use of the theatre by amateur groups in the county. It considers that by allowing access for public productions to professional and semi-professional bodies from out of the country, this provides sufficient public access to meet its charitable obligations. Over the same period Oakham school which has a smaller theatre has significantly increased its hire charges, making access for local amateur groups more difficult.

Both schools are charities and therefore thereby secure 80% rebate on their rates, in recognition for their contribution to the local community.

Does UTC believe that these schools and Uppingham school in particular are fulfilling their community function?.

PAGE 38 Open spaces and Environment Policy OS1 protect and enhance existing open spaces.

It was previously agreed by UTC that GA2 and G3 would be designated as statutory allotments under the allotments Act 1925.

Will UTC confirm that this designation in any revision to the current document?

RCC have commissioned a firm of Environmental Consultants, (blue and green) to advise on a new environmental policy for the county. This document will support the new Neighbourhood Plan for

the county and provide specific outcomes and actions in support at the delivery of the revised plan.

Will UTC commit to adopting the revised RCC environmental plan?

Building for the future new homes revised building regs 2025 and related.

Heating in the original quarry farm planning submission it was the intention of the developer to fit gas boilers. In January 2023 Redrow a major UK house builder committed to construct all future developments with alternative means of heating.

Will UTC seek to require a similar commitment from developers in advance of the introduction of the new building regs in April 2025.?

Water Use - presently new homes are being constructed without any measures for rainwater capture or use of grey water. Water utilities are under a statutory duty to supply new homes. It is also recognised that we are in an area of low rainfall, and the river Welland currently off suffers the effects of abstraction and low summer flows, both of which adversely impact the quality of the water. The most recent EA survey established high levels of nitrates and phosphates in the water.

It is of poor quality what steps will UTC take to reduce the water use of new homes?

Notes

Alison Homes in their agents covering letters of 5th Jan 2023 to RCC in respect of revised application for approval of the Quarry Farm development state 21. We are aware that throughout the process there has been concerned about the capacity of local health facilities from the outset, including pre application public engagement. The proposed development has made provision within the local centre for the potential for health services development. This is within the description of development and there is ample floor space to deliver health facilities should they be required. The scope of floor space for the medical/ health facilities can be secured by condition and its delivery by Section 106 agreement.

A sixth form for Uppingham. It is acknowledged that population numbers might still be insufficient to provide a sufficiently diverse curriculum. To address this issue consideration should be given to establish in those subjects within Uppingham school that are generally undersubscribed, with a view taking up a limited number of places for state sector pupils.

11. No comment.

12. Some excellent ideas in theory, however, how much the empty before buildings will be given to the capacity of schools and the surgery. The latter already struggles, station road industrial side effects residential clusters of the seat and road which is not large enough to accommodate lorries we desperately need an affordable supermarket and other local transport.

13. This plan seems to say we will build houses we might change some infrastructure but unlikely with the massive errors in page numbering on the questionnaire. I would expect many people would take the wrong boxes does this make it invalid?

14. Todd's piece Felds-in-Interest and show bungalows are built provision of eco houses with heat pumps.

15. Thank you for the hard work in preparing this plan, a vast amount of work. The only concerns we have really are that enough infrastructure is built into place i.e. doctors, dentists, schools and roads. We would welcome the garbage being put in a different place 50 years ago it was probably all right on the Crossroads corner but not now. We use the garbage but with all the traffic now. It is very busy indeed. It is also very congested and busy on a stern road near the garage and rather dangerous.

16. I'm providing feedback using this form as the comments that I make do not really fit in to the format provided. I think that the plan document shows a great deal of attention and effort in its preparation and drafting. I certainly appreciate receiving a hard copy. The willingness of councillors to hold surgeries to discuss the plan is to be applauded.

My comments relate to the potential and or actual concerns about the infrastructure needed to ensure that the envisaged developments can be viewed as a success. My comments focus on energy and health. At the Town Hall surgery comments were also raised about schools the environment and transport such as local buses. Other aspects of the infrastructure and services that need to be considered as part of the Neighbourhood Plan include police, water supply and sewerage. I leave others to comment on these aspects.

The comments below may raise questions that the council can cannot itself answer but we may wish to escalate the county council. In turn, the county council may not be able to provide an answer, but in turn escalate these to others whether local members of parliament or other government departments.

Energy.

As we are all aware, the government's vision of the future for energy is a dramatic reduction in the use of petroleum products and a significant increase in the use of electricity. Specific actions in this position include the future inability to buy petroleum powered cars, vans and lorries and having users migrate to electric or even hydrogen powered vehicles. For most of the individuals currently in Uppingham, as well as the developments outlined in the plan, this means electric. Additionally, domestic and properly industrial boilers are to migrate from natural gas and oil to electricity or hydrogen. Given the lack of public communication about developments to distribute hydrogen whether for cars or domestic boilers, we have to ignore hydrogen as an aspect of the Neighbourhood Plan at this time.

The concern is that the National Grid does not have the infrastructure in place and/or planned to meet this envisage demand. This is demand from the current housing stock of Uppingham as well as new houses to be built as part of this plan.

Evidence of this lack of preparedness by the National Grid is provided by the recent requests for households to reduce their electricity demand at certain times on a limited number of days. This is before the demand grows by some significant percentage in line with the government's vision for energy.

If the national grid is developing a 10-year plan to meet these needs, then that is inadequate, as many of the changes envisaged by the government and affecting the residents of Uppingham are due to take place in less than 10 years. Plus experience of major national products indicates an inevitable delay in completion.

Health

The Uppingham doctor's surgery has a good reputation, especially when compared to the public comments made about the equivalent services in Oakham. It is widely appreciated that the catchment area for Uppingham surgery extends beyond the parish boundary. As a result the number of people served by this surgery is not just the current population of Uppingham, but also the surrounding catchment area. And how is this catchment area expected to evolve over the next 10 years or so? I have been led to believe that to meet current needs the doctor's surgery has recruited additional staff with the capacity to see patients, this is good news. The question is whether the doctor's surgery will be able to recruit additional staff as the population of their catchment area grows, possibly by 20%.

Given the known demands on the NHS, and the lack of transparency over planning for the NHS, I'm not overly optimistic that the Uppingham Doctors surgery will be able to maintain their current level of support for the population.

Do the same concerns exist for dentist, probably.

Summary

For the current and future residents of Uppingham to maintain and potentially improve their quality of life, then consideration needs to be given to services and infrastructure that support them. It will be too late to consider the remedies only once the issues have arisen. There are existing issues with some services and infrastructure and increase in the demand, whether due to the government policy on energy etc. or increased number of residents has the possibility for some serious questions, consequences for Uppingham.

Under other circumstances, it will be tempting to make the delivery of the Uppingham Neighbourhood Plan contingent upon assurances from providers of services and infrastructure. The assurances need to be that demand can be met and standards maintained if not improved. This is the time to ask those questions, as opposed to asking them service providers to instantly resolve issues after they have arisen.

17. No comment

18. As I refer to the consultation document Jan 3rd to February 17, 2023. I write as one who has lived in Uppingham from 1947 to 1971. Then 1999 to the present. This latter period with a farm on the Stockerston Road. My Father Bob Noakes was a physics teacher at Uppingham school from 1947 to 1960's mentioned here only to show we have no bias against the school or its activities insofar as they affect the day to day life of the other occupants in Uppingham. Any criticism of EG parking? See later is based on safety reasons from our own long-term observations, and not from any Anti public-school stance. It is noted that an additional 393 to 510 houses will need to be constructed within the next 20 or so years, on projected sites off the Leicester road or Ayston Road. Potentially filling in the area between the two. Additionally, provision needs to be made for a north south bypass when considering future housing on site UHA1. Uppingham, like many towns and villages across England, was constructed well before the advent of the motorcar, a device which allows people to travel from door to door, in their own environment and at their own personal convenience. This can never be matched by public transport unless there is a radical change in the manner in which this service is

provided. The Uppingham Hopper of potential door to door service is an interesting exception. However, these vehicles are powered petrol, diesel, electric hydrogen etc, the motorcar will be with us for many years to come and planners would do well to ensure that where these lumps of metal plastic parked up when not actually in use, there is no or minimal, as in avoidable inconvenience to other road users or pedestrians. This is currently not the case in Uppingham Town Centre especially Friday market day. Too many spaces that should be available to people coming in to the town to buy from the market stalls and or local shops are occupied by local residents, whose vehicles are now parked on the road 24/7. Cynics might point out that if the situation is not good now, another 500 houses thrown into the mix won't exactly help the situation, people will merely forsake Uppingham for Oakham/Stamford/Corby with their abundance of supermarkets and easy parking. The car is too engrained in people's lives, the assumption that folk will walk, cycle, catch a bus from the new estates into Uppingham centre to shop is for the majority not going to happen. And any such suggestion in a planning document may be taken either that the planners are out of touch with reality, guilty of wishful thinking, or that tacitly they accept fewer people that would like will be able to park to shop in Uppingham as more houses get built and occupied. Uppingham Town Centre is physically incapable of expanding in the same way in the same way that the outskirts are having to. The inference of the planning document is that central government are aware of the traditional chronic shortage of housing in this country whilst doing nothing effective to control net immigration, and therefore adding to the problem and are therefore demanding that councils each construct a quota of new houses within their respective area. If Uppingham had been left to its own devices, one wonders whether development plans would have been drafted differently and at a more controlled speed. That said, the Uppingham council should know or be able to source the information what Uppingham housing requirements are likely to be in the foreseeable future so that the correct mix of housing types are constructed for the benefit of Uppingham, not the developers, whilst at the same time meeting government building quotas. Thus three- or four-bedroom houses for those of working age and with children with parking space for four cars. (A growing number of young adults are having to live with parents), bungalows for the elderly, or those with mobility problems, and genuinely affordable housing for young couples just starting out. Starter homes will be made cheap and cheerful, such that those on 20k a year that don't have to work all hours just to keep a roof over their heads. Are they catering for those who need to work in Uppingham? Those who work elsewhere and commute e.g. Leicester to Peterborough on a daily basis? Or those retired who just want a quiet life in the countryside? It's local knowledge, for the benefit of the local people that will continue to make Rutland a decent place to live in and the council should resist the demands of developers whose only interest is money, not long term living environment they leave behind, or indeed government who seem to have their own set of problems currently, but would anyway be more interested in national policy than the nitty gritty directly affecting downtown sunny Rutland?

UHA4. There are no 24 hour petrol filling stations or public toilets between Peterborough and Leicester on the A47 a distance of approximately 50 miles and a similar shortage on the A 6003. If land is available or becoming available in the future, a site near A47/6003 roundabout on the Uppingham as opposed to the Ayston side could provide an ideal position for such a facility, probably all those more so if the Uppingham north south bypass (UHA1) goes ahead. The nearest filling station Budgens /BP because of its proximity to the traffic lights in Uppingham has always been a pain to get in and out of, is anyway not 24 hour and does not have toilet facilities open to the public, does not serve HGVs for fuel nor is it on the A47. Public toilets off the A 47 at Tugby, a building situated in layby it was shut and demolished some years ago, because of continued vandalism and inappropriate goings on within. Laybys on the A47 at the top of the Wardley Hill are

used as toilets, as indeed no bream farm toilets, witnessed by loo paper covering human excreta. For the non-farmers reading this I point out sheep and cattle don't use toilet paper, nor leave feminine sanitary products lying around. Complaints to the relevant Oakham council departments remain a waste of time and lack of inclination on their part to take meaningful action. (Bone indolence)? seeming the most obvious reason despite the potential health risk. Whatever the reason, evidence would suggest a readily accessible toilet facility is needed in that vicinity and has been for some time. Combine them with a 24-hour filling station to serve both our main arteries, A47 and A6003, and indeed provide some competition to the Uppingham filling station (Hamblins) who have had too good for far too long. policy

UHA1. Living as we do half a mile outside the 30 mile an hour speed limit on the Stockerston Road. We would welcome any plans even if in outline that show where the north south bypass route will be likely to go, what effect it would have on our farmland and our access along the B664 into Uppingham. Someone has obviously given the Leicester Road abet of thought, does that thought process run to the rest of the projected route given that such a bypass has been mooted for a number of years now? And someone must have had some idea what route or potential choices of route it would take. If indeed it was ever to be constructed?

I suspect it is the question others e.g. Bailey Close or Stockerston Crescent may very well either out of idle curiosity or of genuine concern, as any Bypass will involve a high volume of traffic, noise and pollution to an area that currently enjoys a level of tranquillity. In our case, genuine concern.

On street parking.

One person's convenient parking means an obstruction to another road user. Uppingham has a number of hotspots where parking is tolerated when in terms of strict road safety, it shouldn't. These are problem areas now won't get any better with Uppingham's future expansion. It is also appreciated that if you intend if you attend to one parking problem, you may be shifting it elsewhere. space in the central core of Uppingham centre is in short supply. The argument often put forward that the parked cars keep traffic flows within speed limits can't continue to be defended in an age of speed humps, (Stockerston Road, London Road) and police mobile radar cameras. My own experience of driving round Uppingham is that typical driving speeds are anywhere near 20 miles an hour, even when the road is clear to do just under the legal limit of 30 miles per hour. Driving standards as exhibited on a daily basis around Uppingham are not brilliant. The suspicion being that the vast majority of drivers if they took their driving test again would fail dismally. The same mindset seems to affect how and where people choose to park usually inconsiderately and badly. Those who have residents parking permits should be made to pay the correct rate for this facility. The council has already accommodated them on both legs of the High Street by making the road one way so traffic can flow past parked cars. The newer houses are built round Uppingham mainly have garages and some sort of a driveway, the owners of which pay for this in their annual rates community charge. It should not be unreasonable therefore to expect residents parking permits to pay something that reflects both the loss of revenue in the community charge but also the space taken up 24/7 on what should be the highway. Especially loss of parking facilities to other drivers on a Friday.

Spring Back Way (South Back Way) could be made one way as current parking along that road obstructs free flow of traffic in both directions. Such a move would allow a few more parking spaces at the Stockerston Road end. Station Road is another example of parking that obstructs the free flow of traffic in both directions. Within this case, increased volumes of the largely larger delivery vehicles to and from the industrialist sight. Logic would suggest creating a new access road from the

lower end of Seaton Road again and making the insurance system one way with the purpose of retaining existing parking and creating better traffic flow, especially for the bigger vehicles.

The Ayston Road. While there remains no north south bypass all traffic coming along the A6003 has to use this stretch of road. Flows don't and pollution increases because of the entirely unnecessary parking permitted in the area around the old cinema. Both buses and HGVs frequently use this road. their progress brought to a halt because of the parked cars. An example of the many having to suffer for the benefit of the few. Remove the parking along that stretch, replacing with single yellow lines. It's a main road, let traffic flow, when you have your bypass reinstate parking. Simple.

Traffic lights North Street.

Current safety lights of necessity both on red at the same time, which allows for some clearance of vehicles trying to turn right at the end of each cycle. Particularly noticeable at school dropping off and collection times or other peaks is the lack of progress at this lights because of the number of drivers wishing to turn right. In some though not all cases, the delay is caused by the unnecessarily hesitant drivers, lack of indicating, half asleep, after you itis etc.

Since the problem is more pronounced with the traffic turning right off North Street, is it possible to rephase the light so they become three way and that way there should be no delay in movement, once the lights are on green so vehicles can proceed in any direction unimpeded. The cycles slightly longer wait could be balanced against the freer movement onto the green and those drivers of an hesitant nature won't have cause to irate the rest of us. Stockerston Road - the presence of Uppingham school pupils in large numbers has become more pronounced in recent years in this area, thanks in part to the new science block, Samworths etc. To give the children a measure of protection against the traffic the area has both speed humps and a 20 mile an hour speed restriction. Such is the height of the speed bumps that the motorists would do considerable damage to tires and suspension if taken up much more than 20 miles per hour. Meanwhile, pavement widths have not been increased to accommodate the increased footfall and vehicle parking remains permitted at the narrowest part of the road (resident parking) Yet worse is the unrestricted parking allowed past the science block and onto the corner someday stretching to opposite the Newtown Lane entrance. Any driver approaching from the Stockerston end has no chance of seeing traffic coming from the Uppingham end and has few gaps if any, to seed priority to such traffic. This is a complete nonsense for parents on the school run to Newtown Lane, HGVs, farm traffic, and other uses of the B664 some of which will be approaching this delight for the first time. It also largely undoes the good road safety intentions of the speed humps and speed restrictions. In that driver's attention is momentarily taken away from the school children crossing the roads at various points between parked cars. We are told the worst offenders who regularly park here are connected to Uppingham school which would seem to make the matter all the more ludicrous as by their actions they are undoing all the good safety intentions put there for the schools benefit in the first place. More to the point it shouldn't be necessary in that either school employees/visitors should be required to park on school premises, not obstruct highway or the area in front of the science block roadside should be reconfigured as a parking area not a shrubbery.

As a council meeting earlier in 2022 which I attended the matter of restriction parking in this area was put forward, specifically double yellow lines on one side, single yellows on the other, which makes perfect sense to anyone driving along that stretch of the road. It was noticeable the immediate vociferous reaction by an Uppingham school mouthpiece at the meeting was one of

hostility to any such restriction as the school has the right to park there. No one has the right to obstruct the highway to the detriment of other road users. One man's convenient parking space on the highway is an obstruction to another road user. You asked us for our feedback this is ours.

Parking in Uppingham. Already a problem can only get to the stage where people will give up and go elsewhere. As mentioned above, the central core of Uppingham town cannot expand at the same rate expected as the outskirts. To any councillor tasked with that issue we can only wish you good luck. I would welcome some response on the north/south bypass route as it may have long term implications for Kinnachan Farm.

19. Page 40. The green spaces to add to the plan are.

Play areas in the middle of the Elms,

Green corridor alongside stream through the limes to the Firs.

The lake area to the south of GA3 = a wildlife and water course.

With larger homes developers should ensure that they have adequate driveways and garages. Large homes equal more cars. i.e. on the Elms more homes have filled their driveways and end up parking on the road and curbs. 160 houses need open space and parkland playgrounds.

20. No mention of small streams in the town being protected as wildlife corridors from road and new housing runoff. Will new homes have heat pumps, solar panels? more housing, more traffic road management needs to be a priority. Social Housing a priority to keep locals here.

21. The plan is not an easy read the maps are unclear. Infrastructure should be the first thing to be addressed. Bypass stop parking on a stream road equals bottleneck top of Seton road roundabout, ridiculous hazard at petrol station traffic lights. Supermarket at Uppingham gate not site although side Ayston Road. Need more starter homes and council housing for Uppingham families. OH1 developers should be held to 30% affordable.

22. Traffic volume increases as a result of any new housing development, and this is a key cause of concern. The integrity and character of the town should not be compromised. As this is the key asset of our town and what makes people visit and stay. Any development should be phased with great consideration of potential disruption to the day-to-day operation of the town. Be strict with the ruling uncomplimentary design styling of any developments.

23. Library needed. Town Sport centre. As stated on the plan must have minimum 30% affordable housing, priority Uppingham families' connections. Improve pavements - and trip hazards. Traffic needs sorting before housing. Ayston Road parking hazard. Traffic lights - frequent driving through on red plus hazard from petrol station traffic. Pelican crossing North Street West, cars speed and don't see pedestrians crossing from south to north. Also pelican crossing Leicester Road, drivers don't see pedestrians when it's night, lighting very poor.

24. No comment.

25. No comment.

26. Page 39 protect and enhance open space is incorrect and has been agreed to be classified green space so therefore (A) and (B) are obsolete.

The Marketplace TC2 protecting essential, but what is meant by enhancing? hopefully not the ridiculous idea of setting it in cobbles as previously suggested.

Community Facilities CF1. Since RCC are looking at closing all libraries apart from Oakham, It is imperative Uppingham library is saved either at its present site or a suitable other town centre site.

OH1. Affordable housing should be either at rents that are affordable through reputable housing associations, and over shared ownership. A stock of rental properties needs to be maintained on an ongoing basis. Any developer should be forced to comply with the 30% rule, preferably constructing them first. There should be no excuses.

27. Needs “starter” homes for young families at rent they can afford.

Page 39 Open Space allotments must be green spaces and remove page 39.

Policy OS1 paragraphs (A) and (B). There are too many sites and too many houses on them.

Uppingham should stay a small market town. Some housing is okay, but I disagree with this scale.

28. Your vision - to maintain heritage and values some housing will not detract from this vision. However, I am absolutely opposed to the scale of development proposed. Any housing priorities should be for young people, primarily firstly for those with an Uppingham connection i.e. family, birth. Housing designs need to be original and environmentally sound e.g. heat source pumps since gas boilers are soon to be obsolete, solar panels. Transport links to Leicester, Peterborough and surrounding towns need to be a priority for work, education, shopping, recreation, e.g. route the Corby bus via the train station, would benefit travellers e.g. the train fares to London, Luton Airport are far more reasonable than trying to go from Leicester or Peterborough. It's the small things that matter not these grandiose plans. A Sustrans cycle, pathway along the disused Uppingham to Seaton railway will be a safe and recreational benefit for Uppingham. Considering how long this NP has been in the making it is difficult to align the questions.

It is extremely difficult to align the questions to the document, some questions are open to more than one interpretation, the map despite update is still poor quality.

It is not compulsory to produce a Neighbourhood Plan and since Michael Gove is reviewing a new version of the national planning framework, a number of councils have suspended the plan. So Uppingham is in a position to be able to plan for fewer houses than those identified on this NP, given that Uppingham is a smallish market town with much heritage. Brownfield sites should be utilised before the arable land in Uppingham. Gove says the character and landscape of an area can be a constraint to development. The L A will have to work with the community to determine the number of houses built. By community that should mean everyone in the town at commencement, not a small group having negotiated with developers. NPAG reporting to UTC are the only designated vehicle with the authority to manage this process. This plan details a large number of dwellings, but no detail of infrastructure provision. We don't need more art shops, picture framers, hairdressers and BRIC a BRAC shops to cater for tourists. Foremost, the town should prioritise its community, keeping the library, increasing recreational facilities, shops needed for day to day purchases, improved health provision for cradle to grave, and better transport links. I have not completed this questionnaire as I totally disagree with it processing.

29. There is an imbalance in the distribution of residential properties with an excess on Leicester Road. It will be preferable to reduce the number on Leicester Road and increase those allocated to sites UHA2,4,5 & 6.

Provision should be made to upgrade the A47 Leicester Road junction. Ideally this should be by the construction of a traffic island or at least a staggered junction similar to the one at Oakham Road, Manton junction policy.

UHA2 provides for commercial retail development and policy UHA4 provides for a food retail store. If a food retail store is situated on UHA4 there is no need for retail properties on UHA2. Retail should be encouraged, in the town centre where there are vacant shops.

Before permission for any increase in residential property is granted detailed plans should be made to increase medical and educational capacity.

30. Policy H1(housing numbers). In the UPN it states that 510 new houses are required. This very roughly would result in an increase of approximately 750 cars, and 1500 people! How would Uppingham centre cope with that amount of cars driving in and out of town?, going to and from work? Also would the schools, doctors, dentists, chemists cope with such a large increase demand for services?

31. Thank you for the opportunity to comment on the Uppingham Neighbourhood Plan. It sets out an exciting vision for the future to enhance our market town.

I have a couple of supporting points that I would like to make. Firstly, I fully appreciate that there is a need for additional housing in Uppingham. Not only is this a requirement, but these additional properties will also provide the opportunity for those that were born in the area to continue to live here and for new residents to bring fresh energy and resources to enhance our town. However, in my option, further consideration is required with respect to the location of these new developments.

I have summarised my points below.

Protecting prime agricultural land.

According to the guide to assessing development proposals on agricultural land published by Natural England, developers and local planning authorities should aim to protect the best and most versatile (BMV) agricultural land. According to likelihood of best and most versatile (BMV) agricultural land-strategic scale map East Midlands region, (ALC017) published by Natural England on third of October 2017, developments UHA2, UHA3 and UHA6 have a high likelihood of being the best and the most versatile BMV agricultural land. I therefore request that additional consideration be given as to whether to whether the proposals to developing these sites meet the requirements to the National Policy Planning Policy Framework to “try and use areas of poorer quality land instead of higher quality land.” I would ask that consideration be given to creating a target for the use of brownfield sites, in the same way targets are proposed for social value housing in the plan. This would not only protect our agricultural land but also support the regeneration of the town centre.

Not increasing the traffic flows along the Ayston Road.

The Neighbourhood Plan rightly highlights that the town “suffers from high volumes of traffic” with the “A6003 linking Oakham, Rutland Water to Corby being especially busy”. This “creates safety problems and causes congestion and air quality issues and has an adverse effect of the historic buildings”. Developments UHA2, UHA4, HHA5 and UHA6 will increase traffic flow along the A6003.

This will exacerbate the issues highlighted above and potentially impact on the proposals to develop the town centre as people avoid the ever-increasing congestion and go elsewhere. I request that further traffic modelling be undertaken using the latest traffic flow data to ascertain the impact of these developments. Consideration should also be given to how traffic will be able to access development UHA2 and subsequently UHA6 without impeding traffic flows or creating an unsafe junction.

Making better use of infrastructure and resources we already have available.

Under the Business and Employment section there is a proposal for development (UHA2 policy BE2) that contains office space and food and drink outlets. I request that further consideration is given to the plan to provide additional office space at this location as there is existing high quality office space within 100 metres (near to the GP surgery) that has had available floor space for many years. Building on this I also request further consideration is given as to why additional food and drink outlets are required in Uppingham. When the owners of existing food and drink outlets in the town centre report that they're currently struggling to survive financially. It is not clear from the Neighbourhood Plan whether sufficient analysis has been done to ascertain whether there will be sufficient trade from the new dwellings to make all of the units viable. The closure of the outlets in the town centre would have a negative impact on the character of Uppingham and will be against the progressive ambition of the Neighbourhood Plan to improve our town centre.

Creating a sustainable community.

Finally, the Neighbourhood Plan does not provide a requirement to link to the build rate of the new properties to the development or enhancement of supporting infrastructure and services. In my opinion this is a significant admission and undermines the credibility of the vision to create a "thriving and sustainable community, supported by appropriate infrastructure". I appreciate that there are limitations on what restrictions can be applied, but it will be beneficial to set an expectation, so the ambition is clear to all.

32. CF1 complacent about youth facilities there is need for social provision for young people independent of schools and existing clubs. The library badly needs investment. It might be possible to modernise and make this more of a centre for all ages in the community building on already excellent staff there - perhaps opportunities for volunteers to assist. Carparking - opening the town square for tourism and communities use will be ideal if alternative if central carparking can be found.

As of this week, (1/2/23) We hear that Catmos Community Sports Centre is to close, leaving no council provision for sports and leisure activities - it becomes even more essential that the neighbourhood plan should include this aspect for the community.

33. Well done organising this. Make land available at the A47/Ayston Road business estate for business units, Station Road is no longer suitable for the big HGV. Reduce traffic and noise.

34. A need to develop facilities for existing residents of the town before more housing and keep a rural feel and protect our countryside.

35. This must be one of the worst forms I've ever had to fill in. I hope more thought has gone into the plan than this form. It is hard to disagree with the majority of the plan as its ideals are impressive and wide ranging. When it comes to the nitty gritty of building more homes, however, the former issue of the provision of the necessary health education and transport infrastructure to support

development is buried in a sea of words, giving no real promise. In the case of UHA3 there is still no solution expressed to the potential problem of increased traffic that will arise around Ayston Road, which is already a racetrack for many drivers despite the presence of two sets of pelican crossings. This will only accept be exacerbated by, if the rumours are to be believed, building a small supermarket in this area. Despite their bid no mention of it in the plan. All we can hope for is that Uppingham Council stands strong in the face of pressure from both developers and our CC

36. Upgrade pavement on Baines Corner (not tarmac), and upgrade Baines Corner overall.

37. I feel additional consideration should be given to area you HA2 as access to this site will require new junction to be created on Ayston Road. This is already a busy road with lots of congestion and will further increase the risk of accidents

38. A comprehensive review of the UNP is appreciated. I'd like to respond with a few mostly environmental comments that do not fit easily into preferred response system.

NP vision. The consequences of climate change will make a big impact on the local community during the plan period. They should feature prominently as an inevitable change in the vision and objectives, as all of their aspirations will be seriously affected by this massive change. The Mayor's forward para four states that UTC anticipates offering a wider climate change strategy within the next two years for our consideration alongside the agreed Neighbourhood Plan. This reveals a current lack of a local strategy at present and weakens the plan. At least a very firm commitment is needed to bring this strategy forward to achieve a cohesive consideration of the plan.

Plan objectives para 2.1 -2.7 , Green space/IHR. Despite the warm words about rurality and sustainability, the reality is the loss of so much green existing green space to development will have a seriously adverse impact on the local environment. There is increasing evidence that the availability of access to nature can have a profound impact upon the physical and mental health and sense of wellbeing. Unless absolutely necessary, new housing (IDR) should be limited to the 360 minimum figure and be phased over the full plan period. This would allow a more gradual growth in population and assimilation of social and cultural change.

Green corridors as our town.

Green corridors as our town spreads ever outwards, I'm pleased to see the need for green corridors is recognised. These could provide vital restorative lifelines for people and animals, link in different parts of the town with attractive walking routes, cycleways, and passages for wildlife. Ecology and loss of biodiversity receive scant attention, but developers should be required to not only preserving existing species but to enhance green ecological corridors and other open spaces as habitats for attracting wildlife. Adequate corridors because of their width and length will not be easily achieved with so many interested parties involved. Therefore, the plan requires the early identification of routes, and a method of creative coordination to bring it about prior to any planning approvals being given. This linear greenway system will only work if any attempts to block or deter routes by residents or developers are firmly resisted. Examples exist of this occurring before to the detriment of the public - these should be restored and separate connections to extend routes should be explored. A method of effective management would need to be agreed between all parties involved.

Rurality and Sustainability.

I return to this theme which the NP wishes to reflect as part of the town's heritage. I feel sure most townfolk would agree with this sentiment however, the town's environment will be significantly changed in character by this level of development. In my opinion, the best options to deploy in mitigating this change would be to heavily tree plant wide margins of entrance roads into town. A good example to follow will be the natural style of planting used alongside the Oakham bypass. A rather more formal style also works well on the section of Leicester Road opposite the sports Centre. These roadside belts of tree planting would interlink into the green corridors of open space, helping residents to feel they remain close to nature with all the benefits this presents to us state of well being.

39. The proposed amount of new housing will incur much more traffic as new residents travel to and from their jobs. Our concern is that Uppingham should consider more opportunities for jobs in Uppingham itself. Traffic is already a problem as is parking in Uppingham. Doctor's surgery and schools need expansion too.

40. No comment

41. The July 1917 addendum to the 2012 review by RCC of Important Open Spaces and Frontages in Uppingham designated a number of frontages on Stockerston road and Spring Back way as important frontages. The addendum also designated a number of areas within the town including a track between numbers five and seven as Important Open Spaces (upp/27). This track is also shown as Important Open Spaces in the Uppingham Neighbourhood Plan. Rutland local plan policy EN12 states that the development will only be acceptable where it does not have an adverse impact on Important Open Spaces and or Important frontages. Uppingham Neighbourhood Plan policy 10 states that no further development apart from amenities will be permitted on green space within the plan boundary. These designations and the policy protection afforded to them should be carried forward into the refreshed version of the Neighbourhood Plan and subsequently into the emerging local plan. Policy OS1 in the Regulation 14 draft Neighbourhood Plan should be amended and expanded accordingly.

42. As a policy it's okay. However, the wording is very subjective and widely open to interpretation by those who review applications. If the population will increase by 20% (your figs ref TC4) there are going to have to be strong policies on protecting the character of the town and for providing realistic infrastructure and parking, and amenities for the young. Parking is already problematical for town centre residents: people are inherently lazy and will not use buses, cycles, walking etc.

43. Further to the response to the UNP consultation document that we have previously submitted, we wish to submit the following comments and an attachment showing details of Important Ppen Space and Important frontages.

We refer to a parcel of land to the south of Stockerston Road and to the west of the Arboretum. This area of land is an area of significant biodiversity forming a wildlife corridor to the west of the Arboretum. The freshwater stream which rises in the west of the property runs eastward through the arboretum and out to open countryside. The hedgerows and trees around its boundary provide an important corridor for birds, mammals, reptiles and insects. And it is in itself a valuable area of green space.

Although it is close to the town centre, it is tucked away behind Samworths boarding house and therefore many people may be unaware of its existence. The area itself and the gardens of the

neighbouring houses and Uppingham school properties are home to many common species of birds. In addition, the following are frequent visitors or residents, tree creepers, pheasants, woodpeckers, green and greater spotted nut hatches mallards, tawny owls, sparrow hawks and in the night-time we have even seen and heard a cuckoo. The area is also home to muntjac deer foxes who chose moles, grass snakes, frogs and bats. Badgers always also visit from the surrounding countryside. There are butterflies and moths of plenty and wildflowers and fungi grow. Given that there appears currently to be a surfeit of available housing this space in the Uppingham area we believe that for the above reasons it will not be justifiable to include this area within a future Rutland local plan and that the proposed UNP should help to prevent this by including reference to the RCC 2012 review of the Important Open Spaces and Frontages see below.

The addendum to the 2012 review by Rutland County Council of Important Open Spaces and Frontages in Uppingham designating a number of footages on Stockerston Road and Spring Back Way as Important Frontages. See the plan from the addendum. The Addendum also designated a number of areas within the town including the track between numbers five and Stockerston Road as Important Open Space (upp 27) This track is also shown as Important Open Space on the plan attached to the current Uppingham Neighbourhood Plan. These designations and the policy protection afforded to them should be carried forward into the refreshed version of the Neighbourhood Plan and subsequently into the emerging Rutland local plan. Policy OS1 in the regulation 14 draft Neighbourhood Plan should be amended and expanded accordingly.

Thank you for the opportunity to respond further we trust that you will give due consideration to the points we raise.

44. UHA6. If consent given access must not be via Goldcrest for more than four dwellings.

General developers must not be allowed to deviate from agreed plans.

Rutland County Council must not take payment from developers in exchange for planning relaxations.

Any access by Goldcrest must not be a rat run for the whole new developments. UHA3 and UHA6

45. No comment.

46. Pleased that bigger/better supermarket facilities are been looked at, I very rarely use the one we have (too expensive and not enough stock). I support that we need new housing, hoping some will be for rent and not all to buy as younger generations are being priced out from where they have grown up. There is a need for more useful shops on the High Street. I also believe we should keep the social activities in the marketplace. i.e. fat stock show (only one in the country) feast day, social Sundays

47. No comments

48. Improve access to Station Road industrial estate rather than mixed development at Uppingham Gate. Look for a site closer to centre for new supermarket. Plant more trees.

49. I have submitted my response to the consultation, but further information has arisen which would mean I would like to amend my initial response. This now means that I would like to disagree with policy C & H2 (page 31) and policy OS1 instead of agreeing to them. I would also wish to add the following comments and include the attached plan. The July 1917 addendum to the 2012 review by Rutland County Council of Important Open Spaces and Frontages in Uppingham designated a

number of frontages on Stockerston Road and Spring Back way as Important frontages. See the plan from the addendum attached. The addendum also designating a number of areas within the town including the track between numbers five and seven Stockerston Road as Important Open Space (upp 27). This track is also shown as Important Open Space on the plan attached to the current made Uppingham made Neighbourhood Plan. Rutland local plan policy EN12 states that the development will only be acceptable where it does not have an adverse impact on Important Open Space and or Important Frontage. Uppingham Neighbourhood Plan policy 10 states that no further development, apart from amenities, will be permitted on green space within the plan boundary. These designations and the policy protection afforded to them should be carried forward into the refreshed version of the Neighbourhood Plan and subsequently into the emerging local plan. Policy OS1 in the regulation 14 draft Neighbourhood Plan should be amended and expanded accordingly.

50. I particularly feel strongly that developers of UHA6 (land off Goldcrest and Firs Avenue) should prevent construction traffic from using Firs Avenue and make every effort to provide primary access to UHA6 through Leicester Road route and UHA2 Ayston Road.

51. Although in principle I agree to proper plan development of Uppingham, not least to stimulating economic growth, I disagree with the proposed actual number of dwellings allocated on the individual sites, UHA1 to UHA6 inclusive. Mainly this is because of the heavy imbalance towards housing on sites UHA1 and UHA3 adjacent to the Leicester Road, inclusive of the existing Elms site a total of some 400 dwellings is proposed in this area alone, commencing in five years. Existing infrastructure would not cope. Additionally, the overall attractiveness of the area will who be diminished with the Elms and UHA1 and UHA3 effectively being viewed as one large development, creating a very large new suburb of the town. There will be more pedestrian and vehicular movement along Leicester road to and from Uppingham centre, so roads and pavements would need to be added and or improved. Consequently, safety elements such as speed limits and crossing areas, currently extremely deficient, would need to be more prevalent and rigorous. Other aspects such as additional provision of education, (including early years), medical, and a community centre will be wholly appropriate. Additional essential infrastructure would be highly expensive for Uppingham and also the Highways Authority may be reluctant to approve projects for Leicester Road and the A47 to cope with extra traffic entering into Uppingham near the burial ground site. As an obvious solution the council should consider a reallocation of housing numbers to spread the strain of new development across all the development sites suggested as follows

UHA1- 105

UHA2 - 80

UHA3 -75 (boundary to be restricted to west side of road to cricket club only)

UHA4 -80

UHA5 – 80

UHA6 -80

This gives a total of 500 dwellings

52. Uppingham needs to retain its basic market town feel for residents, tourists, and as the second main town for Rutland. I agree with sympathetic development which enhances this ethos. Care is

needed re infrastructure roads, parking, schools, medical facilities, if such a large number of houses are planned. I feel the number of present have too high. There is also imbalance of areas suggested. The Leicester Road development will be a large proportion of the total, causing major road issues and almost a completely separate new town added to Uppingham, taking into account the rent 110 properties to add to the new numbers totals over 400. Please keep green spaces green areas where possible to maintain existing feel and spread the new housing accordingly.

53. No comment.

54. The Addendum to the to 2012 review by RCC in July 2012, designated a number of frontages as important on Stockerston Road and Spring Back Way. Some of these are now challenged by proposed development beyond the limits of development defined by the black line on the Uppingham plan. It is important that these frontages remain protected in any revised plan, for if they are not, accessible become available to land beyond the defined limits of development contrary to the plan.

A number of areas were also designated as Important Open Spaces including the track shown as (upp27) which is also gives potential access to development outside the defined limits of development. They should remain protected in the new plan. I believe the number of houses built in Uppingham in recent years was set in accordance with national policy in respect of Rutland and Uppingham. In places in the UK house building targets were successfully challenged and reduced and it is regrettable that this did not happen in Rutland and particularly Uppingham, as the number of houses recently built in Uppingham added to existing substantial problems for the town's infrastructure, particularly parking in the town centre. The actual number of houses to be built should have been set to specifically meet the needs of Uppingham and established as a balance between social housing and housing for sale. This was not the policy and that is to be regretted.

55. The plan change in the population is essential to understanding the infrastructure implications. Could consideration please be given to the plan containing a small table of the current population of Uppingham, showing say children of junior and senior school ages, adults, and retirees - both now and projected - so we can clearly see what numbers we are planning for. I know some of the data is in supporting documents, but this is so integral to the plan. I suggest it needs to be in the main document.

Again, thank you very much for your time on Tuesday and thank you too for the huge amount of work this entails we are grateful to you and your colleagues.

Thank you very much to you and your colleagues for making yourself available to help us to understand the issues and draft documents. I have the following comments in addition to the specific questions on the questionnaire. Thank you for the information about Mr. Gove statement implying no more imposed housing building numbers. This places the council in an awkward position. It needs the plan to proceed – but the political landscape may about to be changed materially. Would it be sensible to acknowledge this uncertainty and to say that if this major policy changes confirmed, for than the plan will be revised - in whatever direction the new policy and the further consultation takes it?. I think the suggestion it could be reviewed in five years would not be sufficient. Thank you for explaining the planning and design models followed in Rutland. I wondered if Uppingham might consider, if it is legally possible, to have tougher rules to ensure what gets built here Uppingham is bigger and better. Bring back the excellent Parker Morris standards I say ! A common feature of new development is inadequate parking and roads that are too narrow. These

are set by national planning guidelines. However, some developments like in Stamford and Dorchester have solved this. Can Uppingham Council say it will oppose planning applications with inadequate road widths and seek to work with the planning authority to find a legal route to do this.

Greenspaces. Can you please include the two churchyards both south and north of South View on the east of London Road. Developments “out of town” like Leicester Road, Uppingham Gate will necessitate more people driving to shop. Do the parking and traffic implications of these new progressing more fully?

56. No comment

57. Housing.

1. We don't agree that Uppingham needs 500 Extra houses. The county had the option to build at the barracks but voted down the HIF making it not viable. I think that this was an appalling mistake in mismanagement.

2. Open spaces.

Not nearly enough in the term. Tods is unavailable on Saturdays in the winter the others in this plan are just not big enough/Unusable to play on. Dog walkers are forced to use the Uppingham school field or the farmer's field of Ayston Road.

3. Young people.

Other than Tod's there is nothing of size in the town for them to use for sports facilities. The only facility is the Uppingham school gym which will be unaffordable for many.

58. I don't think the land in front of the cricket club on Leicester Road policy UHA1 is an appropriate location for development. If you wish to preserve the outstanding and pristine countryside around Castle Hill. Development would impact this remarkable landscape with a line of houses lining the horizon from the footpath which descends towards Wardley Wood. I have enclosed photos and map to illustrate this point. No new development residential or commercial should take place without a proviso to include solar roof panels. Which seems to me a “no brainer” if you want to address the current climate crisis?

59. No comment

60. Policy UHA6 whilst we note the desire for the access not to be primarily through Firs Avenue, we will prefer this to read “no access through Firs Avenue including construction traffic”. We would also support access to UHA6 from UHA2. We think that this draft plan is very important, especially given the community involvement, and we wish to see all of the CIL money being spent in Uppingham including the share collected by RCC.

61. Policy OH1 we need to work much harder to provide homes that younger and less well-off people can buy and not be put off by the small but vocal self interest groups who wish to block this.

Policy C & H2. I would like to see stronger protection for archaeological sites than currently proposed.

Policy B E2. I am not sure that the access is good enough for commercial activities.

Overall, although the plan is very good, the booklet page numbering didn't always tie up to the questionnaire.

62. OH1 houses must be of a cost to younger people and less affluent homebuyers. C& H2 would prefer that there is a stronger protection of any archaeological sites that are found. History needs protecting.

BE2 I am unsure that the access proposed is adequate for any commercial ventures. The booklet page numbering did not always correspond with the questionnaire making it difficult to follow.

63. Very concerned about extra traffic on A6003 and new access routes from new estates onto a busy road. Plus additional traffic through the town from Leicester road. We need a bypass to support extra traffic. No suitable greenspaces for dog walking. References on pages is incorrect and no option to do online puts you off completing form.

64. It would be helpful if questionnaire pages references related to draft MP. Maps are badly referenced. There are statements "without adding significantly to traffic through the town". This will all depend on where you are going, Corby you will go through the town (plus school run to UCC), the A47 at the end of Leicester road can be fast and busy, what provision is being made at this junction? The maps are very bad and in some respects unreadable. There is mention of a future bypass apart from map UHA1 there is no mapping of a bypass. Where is it planned route. Overall consultation document is bad for reference.

65. Any more convenience stores would have a negative impact on existing shops, and more so our Friday market. More houses would impact on schools, doctors (try getting to see a doctor at the moment). There is no NHS dentist in Uppingham at the moment, more traffic, parents do not walk to school nowadays. As in the new estate on Leicester road, they do know what they do not walk into Uppingham and are a separate entity. We like Uppingham as it is.

66. I strongly believe a relief road starting before the Uppingham Community College and crossing to a roundabout on the junction of Leicester Road and the A47 is necessary for the survival of life in the middle of Uppingham.

67. Ref IT and communications policy BE5. the need to encourage provision of modern efficient IT provision is very important. The current provision of mobile signals is currently dreadful.

Ref policy TR2. It is very important to safeguard provision of bus services to and from Uppingham.

I will particularly highlight the need to provide a combined service to Leicester which has recently needed extra Council financial provision.

68. We need to be firmer on provision of green spaces and wildlife corridors. Much clearer guidelines need to be included on how planning gain will be used to develop school provision and health facilities.

69. No comment

70. Station Road is no longer suitable as an industrial site. Due to the number of large truck deliveries. A site near aA47 will be much safer for all.

71. I'm not against most of the proposed new developments, but very concerned that Uppingham retains its "market town character". I do not want it to become the urban sprawl of Oakham.

72. no comment.

73. Please keep Station Road two way.

74. Tread softly!!!!

75. Priority houses affordable to rent for local people. Supermarket that people can afford to shop in Lydl or Aldi. Too many expensive places to eat in town, need places more affordable.

76. In principle that proposal is good. I have to agree that the town needs affordable housing, but do not agree all sites will be limited in terms of density. i.e. some sites could have bigger, fewer houses. I live at the end of the Beeches where there is proposed development and whilst we do not object to development, this has to be on the basis of another entrance to the proposed site.

Open Space wildlife corridors should also separate the Beeches from this development. The Beeches lacks open space- the Elms has much more so this will be an enhancement to the Beeches and all new development. The pages in the booklet doesn't always correspond to this.

77. A very comprehensive report. Thanks,

OH5. A feature of Uppingham as with most established towns is the variety of size and style of buildings in any one street or area- all the new newest estates failed to echo that. The maps and diagrams are good, but the print is too small and faint as are background features.

UHA4 is an example. Lack of car parking is already a problem - no point in increasing shops etc in in less another car park is part of the plan.

78. No comment

79. Most page numbers on the questionnaire are incorrect and it does not follow a logical order. There is a question about a OR1 which I cannot find in the plan. This was of particular interest. The plan is good for the future of Uppingham (questionnaire not so good). I'm interested in ideas to improve traffic flow in Uppingham and reduce the number of HGVs travelling through (not covered in plan).

80. Regarding Station Road industrial estate - agree present access is problematical and unsustainable. A direct link from A47 to the east of the town with a purpose-built commercial estate from the Glaston Road junction with A47 towards Uppingham Gate would alleviate the present disruption freeing up Station Road for more suitable development.

81. I believe the addition of 513 homes to the town will outstrip the infrastructure that is available. However, I do understand that more houses are required and also jobs to support the residents of the additional homes. In general I would prefer to see the new developments along the A47 corridor with access primarily from that road. I do not see the need to encourage tourism to an already popular destination town. The maintenance and expansion of existing community facilities will be appreciated. All public green spaces and allotments must be kept.

82. Living along the Leicester road for 50 years I realised that more housing is needed in the town. But why so many in a really small area? Schools are already busy and our surgery also!! Ought that problem be addressed first before bringing more people to the town.

83. We are residents of Leicester Road and strongly oppose policy number UHA1. i.e. the plan to build 125 houses on a greenfield site increasing traffic noise and disruption on Leicester the junction with the A47. To date no specific details have been forthcoming to individual properties, who will be massively affected by the proposed building. In completing the questionnaire we found that the policy numbers did not relate to the page numbers shown.

84. No comment.

85. No comment

86. The town needs to keep a library either in either in its current form or another site in town. Also rather than considering the needs of Uppingham school, a sports centre for the town not limited to when it can be used and not pricing general public out being able to use it.

Why is UHA2 site was revised at great cost in 2015 is it being considered again? Why not incorporate UHA4 Uppingham Gate that is designated for business and housing.

What is meant by TC2 marketplace enhancement? Does this involve being closed off to traffic/ parking not good for local businesses cobbled and used as a drinking area. This seems to be for the benefit of a few rather than for all in town.

The houses are never going to be truly affordable particularly to people who are actually working in Rutland (Uppingham). What is needed is more social housing. These houses being built are affordable to people outside the county with jobs paying a significant wage. Therefore they will shop where they work.

The green space or play areas in the estates are laughable. Houses with views are going to have views destroyed by further housing. within the town. Will you U-turn on local housing building targets be considered since they recognise that there is no truly objective way of calculating how many homes are needed in an area and that councils are able to propose building fewer homes if they have to build to a density that would change an areas character.

Will local infrastructure be put in place before any building developments start. Since the population is looking at an increase of circa 1500 people, failure to align infrastructure to population demand has led to the mess that we currently find ourselves in. In the Neighbourhood Plan reference is made throughout regarding building sites being near a bus route but said buses are few and far between the services decimated. Minutes of Uppingham First indicate that for some months there have been discussions regarding the siting of crematorium in Uppingham and it was reported in April 22 that a decision on the intended site was expected May 22, and that alternatives were being investigated. Surely there is a conflict of interest when the members of a private company are promoting a crematorium and are one and at the same Counsellors. I know I'm not alone in my feeling that there is no need for a crematorium in Uppingham. The ones in the local areas serve the purpose more than adequately, plus the likelihood that one is going ahead in Grafton, the distance to travel is much shorter. (as this was one of the reasons cited for a crematorium in Uppingham). One would hope that said persons are merely talking about this and has in no way done the research as this should surely be voted for by the community.

87. No comment.

88. The overriding view in Uppingham is for north south bypass.

89. I would hate Uppingham to become like Oakham, surrounded by new housing, with an infrastructure that struggles to cope with the increased population. Uppingham is a town with a unique character, and it is important to protect that whilst recognising that it must expand.

90. No comment

91. No comment

92. Would just like to say thank you to everyone for their hard work in the preparation of this Neighbourhood Plan.

93. No comment.

94. No comment.

95. No comment.

96. Page 39 still does not include the allotments as green space as Councillor Ainslie said it would beat the council meeting, I attended. It is still being suggested that they can move us to an alternative sustainable site and build on the allotments. Certain members of council obviously still want to get rid of these allotments despite huge opposition supported by a petition. It is a popular green area and will be gone forever if built on.

97. It's time the town considered residents and not just the public school and parents of pupils. The town desperately needs practical shops, i.e. a competitive supermarket, affordable shoe shop, affordable clothes shops. Also entertainment venues. A proper working-class pub with live music and proper pub food. A cinema. Maybe a place where people who want to can play bingo and definitely somewhere that 13-21 can do things. Even an affordable public swimming pool.

98. Congratulations on your proposal for additional housing and no additional facilities for green areas. Rely on the school who does not even allow access to their green space. Please read NP report about sport inclusion. A resident.....

99. No comment.

100. No to the whole plan. Concentrate on locals and not tourists. No to turning any open space into future development. All that Uppingham really needs are homes for local young adults and families that they can afford to rent either through the council or housing associations. Council should be looking to reverse Thatcher's policy and reinstate council housing. Why does a small group of people in this town feel that they have the right to push us into accepting this plan? Which is by the way very difficult to make sense of.

101. This is a thorough well thought out plan for the future of Uppingham and its residents.

102. As a business contributor to this consultation, it is my opinion that the Neighbourhood Plan team have done a fantastic job here. The plan provides a clear direction of travel for the town its residents and businesses too. I would like to see more emphasis on support for new businesses in the Uppingham area.

103. Does this plan reflect the recent position of Gove's housing requirements. There is a strong argument to not include land to the east of the Beeches until after next five-year review (UHA5). Access to UHA5 should not be through the Beeches as this would raise pedestrian and motor traffic through area. Beeches should remain a cul de sac. If UHA5 proceeds suggest a non-passable green strip between this and Beeches. UHA5 after the site north of the Beeches to allow access. Access to the Beeches on the A 6003 should be reconsidered. The plan has no mention of infrastructure to support schools, health, utilities for all additional residents.

104. Consultee comment

105. The Uppingham neighbourhood forum is generally supportive of the economic and social growth proposed to the plan. The forum is however concerned at the unevidenced changes made in the text of the plan by UTC which appear to seek the removal of at least one major economic growth project proposed after 12 months of research and included in the draft plan to gather community opinion. The forum seeks the restoration of the NPAG approved draft tax which supported the consideration of a new county crematorium and seeks its restoration so the community can comment. The forum also seeks the restoration of the text illustrating the significant involvement with the town's community and business groups in the town in preparing the plan. It currently reads as if all the work was done by UTC !

106. Consultee comment.

107. Uppingham First is generally supportive of the economic and social growth proposed in the plan. The partnership is however concerned at the unevidenced changes made in the text of the plan by UTC which appear to seek the removal of at least one major economic growth project proposed after twelve months of research and included in the draft plan to gather community opinion. The partnership seeks the restoration of the NPAG approved draft text which supported consideration of a new county crematorium and seeks its restoration so that the community can comment. The partnership also seeks the restoration of the Uppingham homes CLT reference in the plan text which were again removed again without any rationale or evidence to justify such change.

108. I feel very strongly that the green spaces within the centre of the town should be kept just as that. IE allotments, playing fields. They are an asset to the town and provide and aid mental health and wellbeing and nature. Are brown spaces being used before viable agriculture land.

109. CF2, CP1 funding and local priority projects.

Uppingham library should be made a priority for funding. RCC has no budget or planned maintenance for it. RCC's Corporate Asset Review and Strategy does not identify the library as "one of its primary key assets". Its paintwork is already peeling and wooden windows rotting. Soon lost?

Table one, UHA1, TR1 and text - the bypass should be deleted. It is contrary to national policy as it is strategic, not effective, not deliverable, not viable, and not supported by robust evidence or need (NPPF 28,29, 35 and PPG on NPs at Para's for 4,5,44, 45 and 46) No viability impact evidence of it on UHA1

TR1 is a developer's charter for large scale proposals which claim to provide a bypass or link. UHA5 & 6 - please define "longer term"

110. CPRE Consultation document

111. Uppingham Business Forum is generally supportive of the economic and social growth proposed in the plan. The forum is concerned however, at the unevidenced changes made in the final text of the plan by UTC, which appears to seek the removal of at least one major economic growth project proposed after 12 months of research and included in the draft plan to gather community opinion. The forum seeks the restoration of NPAG approved draft text which supported consideration of a new county crematorium and seeks its restoration so the community can comment.

112 Consultee comment.

113. Consultee comment.

114. Critical infrastructure to support housing development. Large scale housing development along the Leicester Road should not be supported without the inclusion of the proposed relief road to Stockerston Road and further to join up with the A6003 to Corby. Traffic from the currently proposed developments will deliver over 400 new homes with no infrastructure improvements. Such a plan as it stands will be in conflict with the core policies of the plan and the NPPF.

Green open spaces.

There is an urgent need to provide protection to the land south of GA3. Will this town council take action as part of this plan to provide future protection for this important wildlife site? The issues with this site have already been raised with counsellors both at town and county level.

115. problem – need to trace email.....

116. See attached summary note – not attached.

117. I'm concerned whether the present roads and the local facilities can support this new plan

118. There are 163 houses proposed for the north side of Leicester Road with a further 125 houses proposed adjoining the cricket club. 288 new homes on Leicester Road west is significant approaching 60% of the total building requirements within the Neighbourhood Plan. Existing infrastructure is fall short of what will be needed to support this. Assuming some couples with one or two children, there could be an additional 900 people exiting onto Leicester Road single pavement going east to Uppingham. Push chairs and pet dogs would exacerbate this overload. The elderly and disabled have special needs and ours is an ageing population. This raises important safety issues for everyone. Additionally, with to car households increasingly common some 450 additional cars could use Leicester Road. Commercial and boost traffic would also increase. New housing of this proposed scale needs to be supported with key new infrastructure: pavements and High Street lighting on both sides of the road with regular crossover points. Additionally, for new arrivals, a nursery, primary school and community centre will be appropriate. Uppingham surgery is stretched with its current working load so additional medical facilities will be required within Uppingham. All this new infrastructure adds considerably to the burden of costs upon Uppingham town's finances. We also believe the overall attractiveness of the Leicester Road area will be diminished.

With these new developments Leicester Road will see significantly higher traffic levels than now including exiting onto the A47. At peak times this exit is already over trafficked. Additionally, traffic along that long straight section of the A47 travelling at near 60 miles per hour will be dangerously forced to slow down as more vehicles from Leicester Road exits on to it. The option is to build a new roundabout there. The cost of new roundabout is high with its necessary signage, street lighting, and drainage and the structure of a new slip road onto the new roundabout. This assumes the highways authority will accept a new roundabout as this is within a mile of the existing roundabout it may not. Has this fundamental aspect of the functioning of the huge increase in Leicester Road traffic volumes been investigated.? The question also arises over whether we are destined to suffer the failings of an imbalance of new population into one area affecting its attractiveness with considerable additional costs of facilities to support it, or can of solution be found?

In our opinion, all that is required is to review the spread of housing within the proposed Neighbourhood Plan sites. Fortunately, the new sites are evenly spread around Uppingham meaning a more even distribution avoiding the proposed imbalance. This ensures more even movement from all around Uppingham of new homeowners towards the centre of Uppingham, its shops and facilities from different directions. There is no actual impracticality to balance in the new housing evenly around the new sites. They all have open countryside around them that will allow them to expand just as easily as the proposed new developments off Leicester Road. There will be no adverse effect to increase in the size of those other housing sites. That development can be extended on some of the sites without difficulty is evident, as they are already proposed for development for light commercial use. In conclusion, we propose Leicester Road North housing to be reduced to 113 houses, and those adjoining the cricket club to 75. This totals 188 new houses off Leicester Road instead of the 288 proposed in the Neighbourhood Plan. Additionally we propose that the redistribution of houses to the other estates be as follows.

The new estate of UHA2 be increased to a total of 70 house.

The new estate of UHA4 adjoining the Beeches be increased to 95 houses.

The new estate of UHA5 behind the Beeches be increased to 80 houses.

The new estate of UHA6 behind UHA2 be increased to 80 houses.

This brings the total up to the required number of 513 houses as summarised above. This ensures a more even distribution of developments around Uppingham avoiding large concentrations of new housing in one area, and the disruption that will cause to the existing development.

119. Uppingham resident of 20 years and Rutland resident my entire life. 510 new houses is unsustainable growth for Uppingham. In the proposal document you state “a small town” this will no longer be the case after 510 new developments. Furthermore, I read that you're supporting and protecting green spaces, yet every available piece of land is being built on with no new woodlands, meadows or wildlife supporting areas. A small balancing park or grass is not suitable green space. This can be seen in the newest development on Leicester Road.

We currently have a solar farm seen on the way to Bisbrook, I'd like to raise that the biggest issue facing society today is climate change. Yet given the chance to develop our heritage rich and small town we have no allocation for solar or wind development, which can work in junction with green spaces. Finally, the infrastructure of Uppingham is already overwhelmed when we see peak hours or private school parents descend on the town. Adding 510 houses without private investment is

madness.

120. No comment.

121. Whilst I agree with the overall vision of the draft plan, I'm concerned with the speed the draft plan proposes to expand the town, particularly with regard to residential dwellings. There have been several articles about the future of Indicative Dwelling Requirements. (IDR) I consider that the town council should reassess the IDR of the 360 homes in the light of this and should also consider delaying the finalisation of the plan until the dust is settled and there is clear updated guidance from the Government. In light of the above, I also believe the Town Council should not approve the increase of the IDR to 510 houses. It was mentioned in one of the meetings that there should not be a concern, as the increased allowance in the previous plan was not taken up. If we should not be concerned due to historical factors, why include it in the plan. I hope this is not a Town Council chasing funding based on additional housing. The selection of individual sites for inclusion in the plan is based on several factors including the IDR this selection should be revisited based on the factors mentioned in the document, such as proximity to the town centre amenities, including schools and doctors. I fail to understand how the site UHA1 in the front of the cricket club meets these requirements better than UHA5 and UHA6. These sites are both closer to the doctors and closer to the town centre. They are also supported by a bus service which is not under threat unlike the 747 to Leicester. The Uppingham Hopper should not be a factor in any of the decision-making processes, as it relies on charitable donations and the goodwill of volunteers which could not be relied upon in the long term.

I am concerned that remark was made by a Councillor to recent public meeting in the Falcon that developments where counsellors live on the Firs and Beeches were not prioritised. While this may have been said in jest or as a means of disclosure, should we can be concerned about the selection process for sites and the impartiality of our town councillors?

In conclusion, I strongly believe that, in order for a community to grow and develop, it needs to expand, but I'm concerned that scale of the dwelling development in this draft plan which represents approximately a 15% decrease is much too quick.

122.

1. An up-to-date survey of actual housing needs should be undertaken before agreed and final figures for housing. Strong argument for including land to the east of UHA5 until after the next five-year plan review and noting the following views on development.

2. Traffic pedestrian and motors must not be allowed to enter the Beeches from site UHA5 to preserve the cul de sac character of the Beeches with its associated high safety and award-winning environs

3. However, UHA5 needs a green strip constructing and the existing right of way for farm traffic closed off.

4. Phased construction of the site should only take place after completion of new infrastructure providing access from the north.

5. The A6003 is currently at capacity at peak times. The proposed developments will make access and egress from the Beeches extremely difficult.

6. The environment should be a major concern as the vast majority of new homeowners will have to commute.

If a comprehensive infrastructure plan is involved, and the above is addressed I would support the plan in the 2023 referendum.

123. Idea for extra care and supported housing e.g. for learning and disabled, is great and needs more thought and clearer plans.

I have concerns about access to Welland Vale - the current entrance/ exit has poor visibility and need a rethink if the site is to develop further.

Uppingham school and town don't work in partnership but should. Are there opportunities to use the school land or facilities e.g. for parking at weekends? You say a large number of disabled car spaces are unused, but I can never find one! The plan and questionnaire don't marry up your numbers are very confused.

124. I would add the following provisos to my supportive comments.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing final figures for housing. This is a strong argument for not including land to the east of the Beeches UHA5 until after the next five-year plan review and then note in the following views on the following development.

2. Traffic, pedestrian and motor must not be enabled to enter the Beeches from site UHA5. Instead the cul de sac character of the Beeches with its associated high safety factors and award-winning green environs should be protected.

3. If and when UHA5 proceeds a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

4. Phased construction of the new site should be linked to prior completion of relevant new road infrastructure providing access to North.

5. The draft plan considerably increases traffic volume on the A6003. Access and egress from the Beeches onto A6003 will become very difficult at peak times. I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

125. Generally support the policies in the refreshed plan which represent a balanced and sensible approach to the development of the community and economy of the town over the next 20 years whilst respecting and seeking to retain the essential characteristics of an historic market town.

Proposed amendments.

OS1 should be amended and expanded to include the designations and policy protection for Open Spaces and Important Frontages in the local plan and current Neighbourhood Plan.

UHA1 retaining land for future road connection from Leicester Road to Stockerston Road should be

deleted. It sterilises development land and cannot be justified on current traffic grounds and is unlikely ever to be built.

OH1 should be amended to require that affordable housing or new developments released by the plan should be allocated on the basis of local priority to meet local housing needs within the town.

The July 2017 addendum to the 2012 review by Rutland County Council of Important Open Spaces and Frontages in Uppingham designated a number of frontages on Stockerston Road and Spring Back Way as Important Frontages. The addendum also designated a number of areas within the town including the track between numbers five and seven Stockerston Road as Important Open Space (Upp/ 27). This track is also shown as Important Open Space on the plan attached to the current made Uppingham neighbourhood plan.

Rutland local plan policy EN12 states that the development will only be acceptable where it does not have an adverse effect on Important Open Space and or Important Frontages. Uppingham Neighbourhood Plan policy 10 states that no further development, apart from amenities, will be permitted on green space within the plan boundary. These designations and the policy protection afforded to them should be carried forward into the refreshed Neighbourhood Plan and subsequently integrate emerging local plan.

Policy OS1 in the Regulation 14 draft Neighbourhood Plan should be amended and expanded accordingly.

126. By far the basic the biggest issue the town is facing which is going to worsen is the traffic. Uppingham is a major through road to Corby/A 14/ Peterborough and Leicester. Already this is causing pollution and extremely dangerous road conditions. The roads through the town are far too narrow to accommodate HGV's. Short term we need traffic control measures e.g. speed cameras, more road humps. Medium to longer term a bypass is a must. Very disappointed no mention of this in this plan.

127. This plan has no firm commitment to affordable rented. We urgently need this (30% affordable to buy would be no good) Stronger protections for allotments needed. Missed opportunity to protect certain ecosystems e.g. recently cleared land by Leicester Road allotments which includes a pond. UTC should adopt and improve/ enhance Uppingham library. RCC certainly aren't !!! could be a great community asset.

128. OS1. In addition to the areas listed on page 39 of the consultation document, the new plan must include protection for all those Open Spaces and Important Frontages particularly land between seven and nine Spring Back Way and land between five and seven Stockerston Road and the Important Frontages as specified in the July 2017 addendum to the 2012 review by RCC have important open spaces and frontages in Uppingham.

129. This is a superb document and those responsible for its production should be congratulated. My comments are.

H1 A review of the housing needs should be undertaken.

H3 This should form part of the above and should be phased.

UHA4 Any access to this site should be from the A 47

UHA5 All access to this site should be off the A47, with a blockage of access through the current Beeches estate.

BE1 issues of infrastructure and access must be addressed as part of this development e.g. utilities, doctors etc.

Note. I will be supporting the plan given the above are addressed.

130. I don't think this has been written by the Uppingham people who were born here. We want our allotment Safe. No building.

131. As much development should be within walking distance of the town centre. Therefore low-cost affordable high quality low upkeep housing should be behind the Beeches with a path to town. Existing green spaces, including Tod's piece and allotments must not be built on!

132. It would have been helpful if the questionnaire had followed the order of the refreshed version of the UNP. With the addition of these new houses there is a desperate need for more parking for both residents and visiting tourists.

133. The NP vision, objectives and general principles are worded as per the ideals advised by government agencies. However, whether the plan reflects such language is highly questionable and a matter and matter of concern. I believe the plan should be paused until the new planning framework is publicised this spring. We have the "historic characteristics green environment and food producing fields" that the Secretary of State wants to protect. With the flexible housing targets Uppingham will be able to build fewer houses - safeguarding this intrinsic nature of a small town as well as our environment. We can do this with a good conscience as RCC has plenty of brownfield sites- far more suitable than those proposed in our plan, which are based on good arable or sheep grazing land.

134. I have agreed to all the proposed developments and improvements because I am confident that an enormous amount of work, thought and planning is going into producing and carrying out the UNP and Uppingham must progress and improve.

135. I generally support the policies in the refreshed plan which represent a balanced and sensible approach to the development of the community and the economy of the town over the next 20 years whilst respecting and seeking to retain the essential characteristics of a historic market town. Proposed amendments

OS1 should be amended and expanded to include the designations and policy protection for Open spaces and important frontages in the current local plan and Neighbourhood Plan.

UHA1 retaining land for a future road connection from Leicester Road to Stockerston Road should be deleted. It sterilises development land and cannot be justified on current traffic grounds and is unlikely ever to be built.

OH1 should be amended to require that for affordable housing on new developments released by the plan should be allocated on the basis of local priority to meet local housing needs within the town.

136. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before

agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until the next five-year plan review.

2. Traffic, pedestrian and motor must not be enabled to enter the Beeches from site UHA5. Instead the cul de Sac character of the Beeches with its associated high safety factors and award-winning green environment should be preserved.

3. If and when site UHA5 proceeds a significant impenetrable green ransom strip should be constructed and the existing right of way of farm traffic should be closed off.

4. Phased construction of the new site should be linked to prior completion of relevant new road infrastructure providing access to the north.

5. The draft plan considerably increases the likely traffic volume to be found on the A6003. Access and egress from the Beeches on to the A6003 will become very difficult at peak times.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

137. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until after the next five-year plan review.

2. Traffic pedestrian motor must not be enabled to enter the Beeches from site UHA5 instead the cul de sac character of the Beeches with its associated high safety factors and award-winning green environment should be preserved.

3. If and when site UHA5 proceeds, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

4. Phased construction of the new site should be linked to prior completion of relevant new road infrastructure providing access to the north.

5. The draft plan considerably increases the likely traffic volume to be found on the A6003. Access and egress from the beaches on to the A 6003 will become very difficult at peak times.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

138. UHA4, TC4 and BE1 for the Uppingham Gate mixed use development are strongly supported, as they ensure a viable balanced high-quality development is provided that will guarantee the future growth of Uppingham will be sustainable for both new and existing residents of the town.

Policy BE1 is particularly welcomed for its support to an additional new access to Uppingham Gate being provided direct from the A47. We have some concerns with policy BE2. It should be a specific requirement that the northern part of the site is allocated as a base for emergency services, Otherwise it is likely to be developed out just with other commercial development.

139. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the beaches UHA5 until after the next five-year plan review.
2. Traffic pedestrian motor must not be enabled to enter the beaches from site UHA5 instead the cul de sac character of the beaches with its associated high safety factors and award-winning green environment should be preserved.
3. if and when site UHA5 proceeds, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

140. The BRA would wish to add the following provisions. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until after the next five-year plan review.
2. Traffic pedestrian motor must not be enabled to enter the Beeches from site UHA5 instead the code is set character of the beaches with its associated high safety factors and award-winning green environment should be preserved.
3. If and when site UHA5 proceeds, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

Residents will be encouraged to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

141. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until after the next five-year plan review.
2. Traffic pedestrian motor must not be enabled to enter the beaches from site UHA5 instead the code is set character of the beaches with its associated high safety factors and award-winning green environment should be preserved.
3. If and when site UHA5 precedes, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

142. Recognising that there is a governed need to develop some 510 homes around Uppingham, I do not argue with this point.

To increase the population of Uppingham up to 25% requires infrastructure to support it. On the evidence of the infrastructure that was promised for the development of the Elms, three years on, there is no increase in infrastructure. E.g. the entrance to the Elms lies in a 40 mile an hour speed limit and should and could have easily been amended 30 miles per hour.

A roundabout was promised at the entrance to the Elms and money set aside but this has not happened. There are approximately 300 inhabitants within the Elms, however, there is no pedestrian crossing onto the pavement into Uppingham Town. The refreshed first version of the Uppingham Neighbourhood Plan is full of details of housing, but very little about infrastructure except that some is promised. Can more information be disclosed. Of the proposed 510 houses to be built, 288 of the houses will be built in the Leicester Road area representing 56% of the building requirement, this amounts to some additional 850 adults and children. This raises a number of questions concerning Leicester Road development is there any thought to future development along Leicester Road towards the A47 in 2041? beyond the immediate neighbourhood plan? The ongoing development sites on Leicester Road including the Elms is reminiscent of "ribbon development" in Spain in the 60s and 70s. At present the two proposed development of 125 and 163 houses plus the Elms 103 houses are just piecemeal and do not relate to each other.

The "rationale" for Leicester Road describes it being on a bus route and walking distance to the town. The buses might be regular but are occasional, under threat and the distance from the town is not practical for regular shopping expeditions by all ages on foot of visits to eating establishments into Uppingham. The majority of residents are going to use cars some 400? for daily activities. There are numerous negatives.

- a) The present entrance exit into the A47 is already dangerous, particularly in reduced visibility or at night.
- b) The traffic lights at Uppingham and will be increased pinch point at rush hours.
- c) The distance to the local school is beyond walking distance for many children.

Wouldn't a better solution for coping with existing infrastructure be to balance the sight of potential development areas to similar numbers so as to spread the loading of roads and present infrastructure around the town rather than creating unbalanced social problems by overloading development in the Leicester Road area.? If the development of some 288 houses in Leicester Road be approved, and with the continued expansion beyond 2041, shouldn't enlightened thinking bring about a sub village to Uppingham rather than an ongoing ribbon development? This should include provision of shops community centre, parking area, etc, a stopping area for public transport to allow and foster community interaction. It would also cut down on some of the necessity of car use. Infrastructure needs to be planned at this part of the development and not after.

Additional thought is required of the shape of Uppingham, an infrastructure investment should go hand in hand with the developments rather than an afterthought. This particularly applies to the proposed oversize developments in the Leicester Road, finally, whatever the size of developments is agreed, please may it be insisted that they have contractor's carpark facilities to avoid the consequence of only being able to park on the adjacent rows as is the case with the current Leicester Road development.

143. Density of houses needs to take local area into account. Uppingham should not have the same density of housing as a big city. Schools and doctors' rooms need to increase to support more people currently they barely keep up. Why build over farmland that supports wheat, it is not sustainable.

144. My main concern regarding the proposal for increased housing is that we don't have adequate resources to support this in terms of medical access (the Uppingham surgery surely can't support potentially another 1000 patients) and education provision/facilities for the younger generation. I agree that affordable housing is urgently needed to encourage younger people to move here, but the council tax is potentially prohibitive for those on a limited income, and there is also the problem of housing developers failing to build the affordable houses preferring to pay a fine instead.

145. No comment.

146. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until after the next five-year plan review.

2. Traffic pedestrian motor must not be enabled to enter the Beeches from site UHA5 instead the character cul de sac of the Beeches with its associated high safety factors and award-winning green environment should be preserved.

3. if and when site UHA5 proceeds, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

I believe that another superstore will be detrimental to the high and should be avoided at all costs. More emphasis should be placed on renewable energy such as solar and wind to create a self-sustaining energy grid for Uppingham.

147. I would wish to add the following provisos to my supportive comments on the draft plan.

1. An up-to-date assessment of government housing requirements should be undertaken before agreeing to final figures for housing. There is a strong argument for not including the land to the east of the Beeches UHA5 until after the next five-year plan review.

2. Traffic pedestrian motor must not be enabled to enter the Beeches from site UHA5 instead the character cul de sac of the beaches with its associated high safety factors and award-winning green environment should be preserved.

3. if and when site UHA5 proceeds, a significant impenetrable green ransom strip should be constructed and the existing right of way for farm traffic closed off.

I will be pleased to support the plan in the 2023 referendum if the above concerns are seen to be addressed in the final version of the plan.

I agree with the submission from the BRA.

148. Maintain the cul de sac nature of the Beeches estate. Do this by planting a separation barrier of

trees and bushes at the end of the Beeches Road preventing vehicles and pedestrians' access to the estate. Problems exiting and entering the state from the A6003 because of increased traffic flow. Ensuring that access to the proposed development is through the Uppingham Gate development, check changing government housing requirements before any development begins.

149. Why should we even bother? Were you consulted even asked your opinion before they had already decided the closing date?

The root of all evil was and still is the love of money. Not money intrinsically but the love of money.

John a cashier extraordinaire, travelling over many years from Melton Mowbray to work at the Uppingham branch and then upon closure before COVID to Oakham was a trusted caring advice and careful person. Loving his job a face of banking and priceless (pun) will soon be gone. Go/gone online maybe to secure a travel pack. Remind him one of both the banking as well as a travelling incident some years ago, a cashier at the State Bank of India Leicester enjoyed a good laugh when she saw my mobile quickly realising that a Sat Nav address couldn't be entered to direct me to the correct location and told many times by my daughter to upgrade. Memories of Dame Judi Dench in her training job in the Best Exotic Marigold Hotel film explaining how older people tick to the young Indian call centre operatives. However, being cautious with my money from up north and as well as an old man and reflected on the online recommendation, I decided to try another B branch where lo and behold there was a large notice warning "beware of scammers" on a sandwich board inside the main concourse of the bank. So much for going online. Trusted who? what ? can I trust with storing and keeping save our money?

From the A B C's and even P's , (artificial intelligence, bankers, cryptocurrency, politicians not forgetting it under t'bed. learning not too when the caring cleaner found my blind parents holiday savings in their airing cupboard. Service and savings even at 79 years of age someone asking only this week asked did I keep any money in the house? No. Maybe I should buy a larger mattress. The future of banking warm hub very PC or CC (climate change). Algorithms to sign in, artificial intelligence AI. Computers only work at present on what humans feed into them and don't forget gravity. Money makes the world go around from cabaret plus singing for your supper. Again, good for the heart and wellbeing as well as our food banks. The FB's may also want interest. What a wonderful world it will be from slavery to freedom with the late Louis Armstrong. No bank holidays, then this really is the end and no pockets in a shroud. Talk's cheap and actions speak louder than words. Never too late. Hopefully, and with regards.

Youth work prevention rather than Police much cheaper. Here average cost home office 2002 £32,568, per person.

150. There are 163 houses proposed for the north side of Leicester Road with a further 125 houses proposed joining the cricket club 298. new homes unless the road is significant, approaching 60% of the total building requirements within the Neighbourhood Plan existing infrastructure is far short of what will be required to support this.

Assuming some couples with one or two children, there could be an additional 900 people exiting onto Leicester Road single pavement on going east to Uppingham. Pushchairs and pet dogs would exacerbate this overload. The elderly and disabled have special needs and ours is an ageing population. This raises important safety issues for everyone. Additionally, with two car households

increasingly common, some 450 additional cars could use Leicester Road. Commercial and bus traffic would also increase.

New housing of the proposed scale needs to be supported with key new infrastructure: pavements and high street lighting on both sides of the road with regular crossover points. Additionally, for new arrivals, a nursery primary school and community centre will be appropriate. Uppingham surgery is stretched with its current working load, so additional medical facilities will be required within Uppingham. All this adds considerably to the burden of costs upon Uppingham towns' finances. We also believe that the overall attractiveness of the Leicester Road area will be diminished.

With these new developments Leicester Road will see significantly higher traffic levels than now, including exiting onto the A47. At peak times this exit is already over trafficked. Additionally, traffic along that long straight section of the A47 travelling at near 60 miles per hour will be dangerously forced to slow down as more vehicles from Leicester Road exits on to it. The option is to build a new roundabout there. The cost of a new roundabout is high with its necessary signage, street lighting, drainage, and the structure of a new slip road onto the new roundabout. This assumes that the new Highway's Authority will accept a new roundabout, as this is within a mile of the existing roundabout it may not. Has this fundamental aspect of the functioning of the huge increase in Leicester road traffic volumes been investigated?

The question arises over whether we are destined to suffer the failings of an imbalance of new population into one area affecting its attractiveness with considerable additional costs of facilities to support it, or can a solution be found?

In our opinion, all that is required is to review the spread of housing within the proposed Neighbourhood Plan sites. Fortunately, the new sites are evenly spread around Uppingham meaning a more even distribution avoiding the imposed imbalance. This ensures even more movement from all around Uppingham of new homeowners towards the centre of Uppingham, its shops and facilities from different directions. There is no actual impracticality to balance in the new housing around the new sites. They all have open countryside around them that would allow them to expand just as easily as the proposed new developments off Leicester Road. There will be no adverse effect to increase in the size of those are the housing sites. That development can be extended on some sites without difficulty is evident as they are already proposing for development for light commercial use.

In conclusion, we propose Leicester Road North housing be reduced to 113 houses, and those adjoining the cricket club be reduced to 75. This totals is 188 new houses off Leicester Road instead of the 288 proposed in the Neighbourhood Plan. Additionally, we propose the redistribution of houses to the other estates be as follows

The new estate of UHA2 be increased to a total of 70 house.

The new estate of UHA4 adjoining the Beeches be increased to 95 houses.

The new estate of UHA5 behind the Beeches be increased to 80 houses

The new estate of UHA6 behind UHA2 be increased to 80 houses.

This brings the total up to the required number of 513 houses as summarised above. This ensures a more even distribution of developments around Uppingham avoiding large concentrations of new housing in one area, and the disruption that will cause to the existing development.

Strategic Environmental Assessment (SEA) for the Uppingham Neighbourhood Plan

Environmental Report to accompany the Regulation 14 version of
the Neighbourhood Plan

Uppingham Town Council

December 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
E.B. Graduate Environmental Planner	R.P. Senior Environmental Planner	A.P. Associate Director	N.C.B. Technical Director

Revision History

Revision	Revision date	Details	Authorized	Name (initials)	Position
V1.0	15 th December 2022	Version for Neighbourhood Group comment	16 th December 2022	N.C.B.	Technical Director

Prepared for:

Uppingham Town Council

Prepared by:

AECOM Limited
3rd Floor, Portwall Place
Portwall Lane
Bristol BS1 6NA
United Kingdom

aecom.com

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) in accordance with its contract with Locality (the “Client”) and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Table of Contents

Non-Technical Summary (NTS)	i
1. Introduction	1
Background	1
SEA Screening for the Uppingham Neighbourhood Plan	2
SEA explained	2
Structure of this Environmental Report.....	3
2. Local Plan context and vision for the Neighbourhood Plan	4
3. What is the scope of the SEA?	6
Summary of SEA Scoping	6
Key Sustainability Issues.....	9
SEA Framework	12
4. Consideration of reasonable alternatives for the Uppingham Neighbourhood Plan.....	15
Defining reasonable alternatives	15
Housing number to deliver within the neighbourhood area	15
Initial consideration of site options	15
Potential site options considered through the SEA	17
Site options appraisal findings.....	19
Summary of appraisal findings	40
Appraisal of options for the level of growth within the neighbourhood area.....	40
Developing the preferred approach.....	44
5. Appraisal of the Regulation 14 version of the Uppingham Neighbourhood Plan.....	46
Introduction	46
Uppingham Neighbourhood Plan policies	46
Approach to this appraisal.....	47
Biodiversity and Geodiversity	48
Climate Change	49
Community Wellbeing	50
Historic Environment	52
Land, Soil, and Water Resources	54
Landscape and Townscape	54
Transportation	57
Conclusions at this current stage	59
6. What are the next steps?	61
Appendix A Baseline information	62

Non-Technical Summary (NTS)

What is Strategic Environmental Assessment (SEA)?

A Strategic Environmental Assessment (SEA) has been undertaken to inform the Uppingham Neighbourhood Plan. This process is required by the SEA Regulations.

Neighbourhood Plan groups use SEA to assess Neighbourhood Plans against a set of sustainability objectives developed in consultation with interested parties. The purpose of the assessment is to help avoid adverse environmental and socio-economic effects through the Neighbourhood Plan and identify opportunities to improve the environmental quality of the area covered by the Neighbourhood Plan and the quality of life of residents.

What is the Uppingham Neighbourhood Plan?

The Uppingham Neighbourhood Plan (hereafter referred to as the 'UNP') has been prepared as a Neighbourhood Development Plan under the Localism Act 2011¹ and the Neighbourhood Planning (General) Regulations 2012².

The UNP is being prepared in the context of the adopted Rutland Local Plan³, the key documents of which include the Core Strategy DPD⁴, the Site Allocations and Policies DPD⁵ and the Minerals Core Strategy and Development Control Policies DPD⁶. Due regard is also given to the emerging new Rutland Local Plan⁷.

Purpose of this Environmental Report

This Environmental Report, which accompanies the Regulation 14 version of the UNP, is the latest document to be produced as part of the SEA process. The first document was the SEA Scoping Report (October 2022), which provided a baseline analysis of the environmental and social constraints associated with the neighbourhood area.

The purpose of this Environmental Report is to:

- Identify, describe, and evaluate the likely significant effects of the UNP and alternatives.
- Provide an opportunity for consultees to offer views on any aspect of the SEA process which has been carried out to date.

The Environmental Report contains:

- An outline of the contents and main objectives of the UNP and its relationship with other relevant policies, plans and programmes.
- Relevant aspects of the current and future state of the environment and key sustainability issues for the area.
- The SEA Framework of objectives against which the UNP has been assessed.

¹ UK Government (2011) 'Localism Act 2011' can be accessed [here](#).

² UK Government (2012) 'The Neighbourhood Planning (General) Regulations 2012' can be accessed [here](#).

³ Rutland County Council (2011) 'The Adopted Local Plan' can be accessed [here](#).

⁴ Rutland County Council (2011) 'The Adopted Local Plan' can be accessed [here](#).

⁵ Ibid.

⁶ Ibid.

⁷ Rutland County Council (no date) 'The new Local Plan' can be accessed [here](#).

- The appraisal of alternative approaches for the UNP.

Consideration of reasonable alternatives for the Uppingham Neighbourhood Plan

Housing numbers to deliver within the UNP

As discussed within **Chapter 2** of this Environmental Report, the new Rutland Local Plan provides a housing target of 360 homes for the neighbourhood area up until 2041, which are to be delivered through neighbourhood plan allocations.

Recent engagement between the neighbourhood group and Rutland County Council indicate that this target can be considered as a minimum figure.

Initial consideration of site options

With a view to meeting the housing target for the parish, the Steering Group were keen to consider where the dwellings should be delivered within the neighbourhood area. In light of this, the Steering Group undertook initial assessments of the various sites in the parish⁸ in terms of their suitability, availability, and achievability for the purposes of a potential Neighbourhood Plan allocation.

A total of 15 sites were considered through the initial site assessment process. Sites were identified via a local 'call for sites' exercise along with sites which were put forward in Rutland County Council's Strategic Housing and Employment Land Availability Assessment (SHELAA)⁹. It is noted that most of the sites which came forward through the local 'call for sites' exercise overlapped with existing SHELAA sites¹⁰.

Nine sites were initially discounted on the basis that they were not suitable, available, or achievable; or not favoured by the local community through a local consultation process. A summary of the reasons for discounting the sites is provided below. Further details can be found in the housing sites selection evidence base document accompanying the Regulation 14 version of the UNP.

- SHELAA/UPP/03: '7 Stockerston Road, Uppingham': A smaller site with less potential to significantly contribute towards local housing targets. SHELAA considers the site as being undeliverable.
- SHELAA/UPP/06a: 'Land off Leicester Road, Uppingham': The site forms part of an existing allocation within the 'made' UNP (see Policy 3).
- SHELAA/UPP/06b: 'Land off Leicester Road, Uppingham': Considered as an area of important local space within 'made' UNP and has previously been rejected by Rutland County Council based on the findings of the SHELAA.
- SHELAA/UPP/07: 'Land at Gypsy Hollow Lane, Uppingham': The site is unavailable as the owner has withdrawn the land from consideration.
- SHELAA/UPP/08: 'Land North of Leicester Road': Planning application [2019/0524/OUT](#) for 163 homes submitted to Rutland County Council; decision

⁸ The initial housing sites selection report contributes to the evidence base for the UNP and accompanies the Regulation 14 version of the UNP.

⁹ Rutland County Council (2019, 2021): 'SHELAA', [online] available to access [here](#)

¹⁰ It is recognised that Rutland County Council are undertaking a refreshed 'call for sites' process as part of the new Rutland Local Plan (applications opened in February 2022 and is an ongoing at present). Reflecting the sites which are shown on the latest interactive map (accessible [here](#)), no additional sites have come forward within the neighbourhood area further to those which are already known to the community.

pending (subject to a Section 106 agreement). The site is identified in the ‘made’ UNP11 as an allocation (see Policy 3) and is located directly to the north of SHELAA/UPP/06a which has existing permission. In this respect, the site is considered as an existing commitment and has not been taken forward for further assessment within the SEA. Within the refreshed UNP, the Town Council are supportive in principle of allocating at this site providing that local community knowledge and aspirations are reflected in shaping the way development of the site is delivered within the neighbourhood area. These aspirations (as outlined within Policy UHA-3 within the UNP) would accompany the requirements within the decision notice for the scheme (if approved) and have been developed in collaboration with the developer of the proposed scheme. This is further discussed within the appraisal of UNP policies presented in **Chapter 5** of this Environmental Report.

- SHELAA/UPP/09a and 09b: ‘Land off the Quadrant, Uppingham’: The sites have previously been rejected by Rutland County Council based on the findings of the SHELAA.
- SHELAA/UPP/10: ‘Welland Vale, Glaston Road, Uppingham’: The site is disjointed from the existing settlement and is potentially within an area of high landscape sensitivity. Previously rejected by Rutland County Council.
- UNP21/SS/01: ‘Seaton Road’: A smaller site with less potential to significantly contribute towards local housing targets. The site is also unavailable as the owner has withdrawn the land from consideration.

Potential site options considered through the SEA

Following the initial site assessment process, a total of six sites were identified as potential locations to consider for a Neighbourhood Plan allocation. All six sites are adjacent or very near to the settlement boundary for Uppingham.

To support the consideration of the suitability of the shortlisted sites for a potential allocation of a type appropriate for the Neighbourhood Plan, the SEA process has appraised the key constraints and opportunities present at each of the relevant sites.

In this context, the sites have been considered in relation to the SEA Framework of objectives and decision-making questions developed during SEA scoping (see **Chapter 3** within the main body of the Environmental Report) and the baseline information. These appraisals undertaken through the SEA have been undertaken separately to the initial site assessments undertaken for the UNP.

The sites are listed in **Table NTS1** and shown in the figure within **Chapter 4** of this Environmental Report.

Table NTS1: Potential site options considered through the SEA

Housing Sites Selection Report ref.	SEA ID	Name of site, address	Size (Ha) ¹²
UNP21/LS/04	Site A	Leicester Road (Front of Cricket Club)	8.37
UNP21/LS/05	Site B	Land off Ayston Road	4.17

¹¹ Uppingham Town Council (2016): ‘Uppingham Neighbourhood Plan 2013-2026’, [online] available to access [here](#)

¹² Represents total site size and not necessarily total developable area and is taken from the initial housing sites selection report evidence base document accompanying the Regulation 14 version of the UNP.

Housing Sites Selection Report ref.	SEA ID	Name of site, address	Size (Ha) ¹²
UNP21/LS/01	Site C	Uppingham Gate, Ayston Road	5.60
UNP21/LS/03	Site D	Land off the Beeches ¹³	4.10
UNP21/LS/02	Site E	Land off Goldcrest and North of Firs Avenue	2.63

Summary of the site options appraisal findings

The results of the appraisal of the site options are presented in **Table 4.2** to **Table 4.6** within the main body of the Environmental Report. A summary of the findings is presented below in **Table NTS2**. This provides an indication of how the sites have performed in relation to each of the SEA themes, with the colouring as follows:

- Green: likely positive effects resulting from an allocation at this location.
- Yellow: likely to be limited or no effects resulting from an allocation at this location.
- Blue: likely to be uncertain effects resulting from an allocation at this location (i.e., there are constraints, but the effects are perhaps dependent or influenced on the design and mitigation measures which could be brought forward as part of a proposal).
- Red: likely negative effects resulting from an allocation at this location.

Table NTS2: Summary of SEA site appraisal findings

Site	Biodiversity and Geodiversity	Climate Change	Community Wellbeing	Historic Env.	Land, Soil and Water Resources	Landscape and Townscape	Transport
Site A	Yellow	Yellow	Green	Blue	Red	Red	Green
Site B	Yellow	Yellow	Green	Blue	Red	Red	Green
Site C	Yellow	Yellow	Green	Yellow	Red	Blue	Green
Site D	Yellow	Blue	Blue	Yellow	Red	Blue	Red
Site E	Yellow	Blue	Blue	Blue	Red	Red	Red
Key							
Likely adverse effect (without mitigation measures)				Red	Likely positive effect		Green
Neutral/no effect				Yellow	Uncertain effect		Blue

As highlighted in **Table NTS2** above, the key constraints to development for all available site options are linked to the ‘Landscape’ SEA theme, and the ‘Land, Soil, and Water Resources’ SEA theme. This is primarily linked to the sites comprising of greenfield land surrounding the town, and the proximity (and in some places, overlap) of sections of the sites with areas of ‘high’ landscape sensitivity and ‘low’ capacity for change. It is also recognised that there are constraints relating to the ‘Transportation’ SEA theme with respect to Site D and Site E, as these sites do not currently connect to the existing road network.

¹³ The boundary for this site is a combination of the following two SHELAA sites: SHELAA/UPP/01 and SHELAA/UPP/12.

Whilst there are possible constraints to development with respect to the ‘Historic Environment’ SEA theme, none of the sites directly overlap any designated heritage assets or areas. Nonetheless, the SEA recommends that if the sites are taken forward as allocations, each is accompanied by a proportionate heritage assessment at the planning application stage to determine the potential impacts of the proposal to the historic environment. This is further discussed within the plan appraisal presented in **Chapter 5** of this Environmental Report.

Appraisal of options for the level of growth within the neighbourhood area

The ‘Housing Requirement Past Development Rates’ evidence base document (accompany the UNP at Regulation 14 consultation) outlines that Uppingham has experienced an under-delivery of housing in recent years. Specifically, *“over the period 2006 to 2021, approximately 60% of all dwellings were completed in Oakham and Uppingham, which was below the Core Strategy DPD’s Spatial Strategy and Settlement Hierarchy target of 70%”*. This conclusion is also reflected in Rutland County Council’s Issues and Options consultation document (June 2022)¹⁴ for the new Rutland Land Plan.

Additionally, in the absence of a five-year housing land supply in Rutland, there is appropriate justification for taking forward higher levels of growth within the neighbourhood area to provide certainty as to the future location of development.

In the context of the above, the SEA has considered the relative sustainability merits associated with the following options:

- **Option A:** Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)
- **Option B:** Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

The appraisal considers the relative sustainability merits of each option. Findings are presented as a commentary on effects. To support the appraisal findings, the options have been ranked in terms of their sustainability performance against the relevant SEA theme (with ‘1’ the most favourable option and ‘2’ the least favourable option). It is anticipated that this will provide the reader with a likely indication of the relative performance of the four options in relation to each theme considered.

The appraisal findings are presented in **Table 4.8** within the main body of the Environmental Report.

Developing the preferred approach

Preferred approach in light of the appraisal findings

The preferred approach been informed by the findings of the site assessments undertaken for the UNP, community consultation events, and the SEA findings presented in this Environmental Report.

Specifically, the Regulation 14 version of the UNP seeks to deliver higher levels of growth (up to 510 dwellings) across the available site options within the neighbourhood area (**Option B**), delivering much needed housing (including a mix of types and tenures) to meet local requirements.

¹⁴ Rutland County Council (2022): ‘Issues and Options Consultation Document’, [online] available to access [here](#)

In addition, it is also important to note that further supply on top of the proposed numbers is expected to come from policy compliant applications (“windfalls”) being granted over the plan period.

Choice of sites taken forward as allocations within the UNP

To deliver up to 510 dwellings in the neighbourhood area, the Neighbourhood Plan allocates all five available site options. Specifically:

- Policy UHA-1: Leicester Road (in front of Cricket Club), for 125 homes.
- Policy UHA-2: Land off Ayston Road, for 40 homes.
- Policy UHA-4: Uppingham Gate, Ayston Road, for 65 homes.
- Policy UHA-5: Land off the Beeches, for 60 homes.
- Policy UHA-6: Land off Goldcrest and North of Firs Avenue, for 60 homes.

The UNP also supports the application for 163 homes on ‘Land North of Leicester Road’ (see Policy UHA-3 within the UNP); decision pending subject to the completion of a Section 106 agreement.

The Town Council have taken a collaborative approach to engaging with developers for all five available site options. In this respect, the Town Council are keen to ensure that high-quality design is delivered through new development areas which meets local needs (in terms of housing types, tenures, and affordability) and addresses the key constraints to development (as identified through the site assessment work completed to date and SEA findings).

Appraisal of the Regulation 14 version of the Uppingham Neighbourhood Plan

The Regulation 14 version of the UNP presents 37 planning policies for guiding development in the neighbourhood area. These were developed following extensive community consultation and evidence gathering.

Chapter 5 within the main body of the Environmental Report presents the findings of the appraisal of the Regulation 14 version of the UNP. Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the SEA process has assessed the policies put forward through the Regulation 14 version of the UNP. A summary of the appraisal findings (presented by SEA theme) is provided below.

Biodiversity and Geodiversity

Overall, Neighbourhood Plan policies should help ensure that ecological sensitivities are appropriately considered during the planning, construction, and operational phases for new development proposals which come forward during the plan period, whilst also delivering net gains. Whilst there are potential impact pathways associated with recreational pressure, third-party activities, and changes to water quantity (level, flow, and quality) associated with the available site options, the HRA for the UNP concludes that no adverse impacts to the integrity of internationally designated sites are expected as a result of the policies and proposals within the UNP. Nonetheless, consultation with Natural England may be required to determine whether the applications will have any significant impacts to the integrity of these sites.

Climate Change

The Neighbourhood Plan has policies in place to help mitigate and adapt to the effects of climate change. The plan recognises the importance of natural features, as well as built infrastructure in adapting to a changing climate. Facilitating development within proximity to Uppingham town (i.e., locations within Rutland with the greatest variety of services and facilities) will, to an extent, help limit greenhouse gas emissions from transport through encouraging new development in locations with proximity to the key amenities and public transport networks.

Landscape and Townscape

Policies and proposals within the UNP seek to protect and enhance the relationship between the natural and built environment (i.e., between the town and the open countryside), helping to safeguard the open countryside from inappropriate development. Whilst it is recognised that new development areas will come forward on sites which have a 'high' landscape sensitivity, the site-specific policies have a strong focus on ensuring that development fits into the landscape context, including sensitive design to soften the overall impact of development at these locations. Overall, the policies work well to help the neighbourhood area maintain and enhance its landscape and townscape value.

Historic Environment

In relation to the 'Historic Environment' SEA topic, the UNP includes several measures which seek to conserve and enhance both designated and non-designated heritage assets (and their settings). This should help ensure that the design of any new development is in keeping with the existing character and feel of Uppingham town and the wider neighbourhood area.

It is recognised that the greatest concentration of heritage assets and areas within the neighbourhood area are within Uppingham town. In this respect, potential indirect impacts to the historic environment are possible as the site allocations are adjacent to (or within proximity to) the town. **The SEA recommends** that the wording of the site-specific policies is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas. This will ensure that appropriate mitigation is provided to assuage any concerns by Historic England.

Land, Soil, and Water Resources

Whilst the development of greenfield sites does not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to deliver housing via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. It is also acknowledged that through allocating greenfield sites closer to the existing built-up area, the UNP minimises as best as possible the impacts to the open countryside and natural environment, which will help to safeguard land, soil, and water resources. Nevertheless, the preferred approach will likely result in the permanent loss of agricultural land that cannot be mitigated.

Community Wellbeing

Uppingham town is generally well served by local service offer and is defined as a 'small town' within the settlement hierarchy (i.e., one of the most sustainable settlements within Rutland, alongside the 'main town' of Oakham). Therefore, the delivery of higher levels of growth (up to 510 dwellings) across the available site options within the neighbourhood area will deliver much needed housing (including a mix of types, tenures, and affordable dwellings) to meet local requirements.

The UNP is also likely to have significant positive effects in relation to the 'Community Wellbeing' SEA theme through delivering housing which meets local requirements, supporting accessibility to services and facilities, and ensuring high-quality design through new development areas. This will support social inclusion, the quality of life of residents, and community vitality. The UNP also supports economic vitality through encouraging opportunities to expand the local employment and retail offer.

Transportation

Overall, the policies within the UNP work to improve transportation and movement in the neighbourhood area, by implementing policies that encourage a modal shift to sustainable and active travel options. Whilst it is recognised that two of the site allocations do not currently connect to the existing road network, the site-specific policies state that development cannot commence until the access issues have been resolved (i.e., once the site allocations which are located adjacent to these two sites have been developed).

Next Steps

This SEA Environmental Report accompanies the Uppingham Neighbourhood Plan for Regulation 14 consultation.

Following the close of Regulation 14 consultation, any representations made will be considered by the Steering Group, and the Uppingham Neighbourhood Plan and Environmental Report will be updated as necessary. The updated and final version of the SEA Environmental Report will then accompany the Uppingham Neighbourhood Plan for submission to the Local Planning Authority, Rutland County Council, for subsequent Independent Examination.

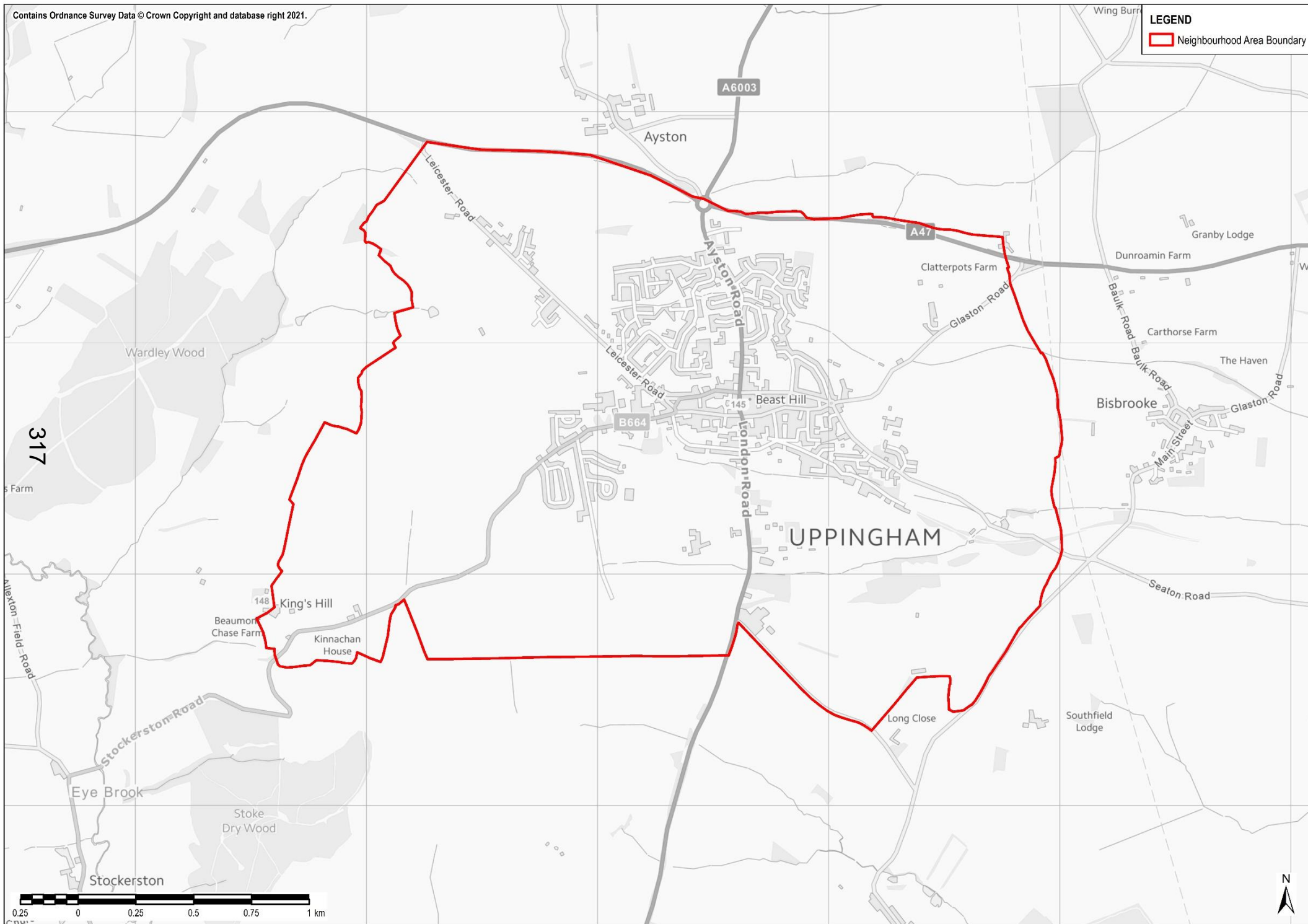
At Independent Examination, the Uppingham Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy. If the Independent Examination is favourable, the Uppingham Neighbourhood Plan will be subject to a referendum, organised by Rutland County Council. If more than 50% of those who vote agree with the Uppingham Neighbourhood Plan, then it will be 'made'. Once made, the Uppingham Neighbourhood Plan will become part of the Development Plan for the town.

Monitoring

The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the UNP to identify any unforeseen effects early and take remedial action as appropriate.

It is anticipated that monitoring of effects of the UNP will be undertaken by Rutland County Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the UNP that would warrant more stringent monitoring over and above that already undertaken by Rutland County Council.

LEGEND
[Red outline] Neighbourhood Area Boundary



1. Introduction

Background

- 1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the emerging Uppingham Neighbourhood Plan (hereafter referred to as “the UNP”).
- 1.2 The UNP is being prepared under the Localism Act 2011¹⁵ and the Neighbourhood Planning (General) Regulations 2012¹⁶, and in the context of the adopted Rutland Local Plan¹⁷, the key documents of which include the Core Strategy DPD¹⁸, the Site Allocations and Policies DPD¹⁹ and the Minerals Core Strategy and Development Control Policies DPD²⁰. Due regard is also given to the emerging new Rutland Local Plan²¹.
- 1.3 It is currently anticipated that the UNP will be submitted to Rutland County Council in 2023. Key information relating to the UNP is presented in **Table 1.1** below, and the neighbourhood area is depicted in the figure above.

Table 1.1: Key information relating to the Uppingham Neighbourhood Plan

Name of Responsible Authority	Rutland County Council
Title of Plan	Uppingham Neighbourhood Plan
Subject	Neighbourhood planning
Purpose	<p>The UNP is being prepared as a neighbourhood plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The UNP is being prepared in the context of the adopted Rutland Local Plan and the emerging new Rutland Local Plan.</p> <p>The UNP will be used to guide and shape development within the neighbourhood area.</p>
Timescale	To 2041
Area covered by the plan	The neighbourhood area covers the civil parish of Uppingham, located in Rutland, as shown in the figure above. It also covers a small section of the neighbouring civil parish of Ayston, to the north-west (land to the south of the A47).
Summary of content	The UNP will set out a vision, strategy, and range of policies for the neighbourhood area.
Plan contact point	Sharon Coe, Town Clerk townclerk@uppinghamtowncouncil.co.uk

¹⁵ UK Government (2011) ‘Localism Act 2011’ can be accessed [here](#).

¹⁶ UK Government (2012) ‘The Neighbourhood Planning (General) Regulations 2012’ can be accessed [here](#).

¹⁷ Rutland County Council (2011) ‘The Adopted Local Plan’ can be accessed [here](#).

¹⁸ Rutland County Council (2011) ‘The Adopted Local Plan’ can be accessed [here](#).

¹⁹ Ibid.

²⁰ Ibid.

²¹ Rutland County Council (no date) ‘The new Local Plan’ can be accessed [here](#).

SEA Screening for the Uppingham Neighbourhood Plan

- 1.4 A Neighbourhood Plan requires SEA where it is likely to have significant environmental effects. In this respect, Neighbourhood Plans are more likely to be screened in as requiring an SEA if both the following apply:
- i. The Neighbourhood Plan is being prepared within a neighbourhood area with significant environmental constraints, such as, for example, Special Areas of Conservation, Sites of Special Scientific Interest, or large concentrations of heritage assets; and
 - ii. The Neighbourhood Plan is likely to allocate sites for development.²²
- 1.5 Rutland County Council have confirmed that an SEA is required for the Uppingham Neighbourhood Plan. In light of this outcome, an SEA process is being undertaken to meet the specific requirements prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

SEA explained

- 1.6 SEA is a mechanism for considering and communicating the potential impacts of an emerging plan, and potential alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating potential negative impacts and maximising the potential for positive effects. Through this approach, the SEA for the Uppingham Neighbourhood Plan seeks to maximise the emerging plan's contribution to sustainable development.
- 1.7 Two key procedural requirements of the SEA Regulations are that:
- i. When deciding on 'the scope and level of detail of the information' which must be included in the Environmental Report there is a consultation with nationally designated authorities concerned with environmental issues.
 - ii. A report (the 'Environmental Report') is published for consultation alongside the draft plan (i.e., the draft Uppingham Neighbourhood Plan) that presents outcomes from the environmental assessment (i.e., discusses 'likely significant effects' that would result from plan implementation) and reasonable alternatives.

²² DLUHC (February 2022) 'Chief Planner's Newsletter, February 2022 "Strategic Environmental Assessment for Neighbourhood Plans: Timely and effective screening"' can be accessed [here](#).

Structure of this Environmental Report

1.8 This document is the SEA Environmental Report for the Uppingham Neighbourhood Plan and hence needs to answer all four of the questions listed below with a view to providing the information required by the SEA Regulations.

1.9 Each of the four questions is answered in turn within this report, as follows:

Table 1.2: Questions that must be answered by the SEA Environmental Report to meet the regulatory²³ requirements

Environmental Report question	In line with the SEA Regulations, the report must include... ²⁴
What is the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the contents and main objectives of the plan.
What is the sustainability 'context'?	<ul style="list-style-type: none"> Relationship with other relevant plans and programmes. The relevant environmental protection objectives, established at international or national level. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What's the scope of the SEA?	<ul style="list-style-type: none"> The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan. The environmental characteristics of areas likely to be significantly affected. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What is the sustainability 'baseline'?	<ul style="list-style-type: none"> The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan. The environmental characteristics of areas likely to be significantly affected. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What are the key issues and objectives?	<ul style="list-style-type: none"> Key problems/issues and objectives that should be a focus of (i.e., provide a 'framework' for) assessment.
What has plan-making/SEA involved up to this point?	<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with. The likely significant effects associated with alternatives. Outline reasons for selecting the preferred approach in-light of alternatives appraisal/a description of how environmental objectives and considerations are reflected in the current version of the plan.
What are the assessment findings at this stage?	<ul style="list-style-type: none"> The likely significant effects associated with the Regulation 14 version of the plan. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the Regulation 14 version of the plan.
What happens next?	<ul style="list-style-type: none"> The next steps for the plan making / SEA process.

²³ Environmental Assessment of Plans and Programmes Regulations 2004

²⁴ NB this column does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

2. Local Plan context and vision for the Uppingham Neighbourhood Plan

Local Plan context for the Uppingham Neighbourhood Plan

- 2.1 The neighbourhood area falls within the boundary of the Rutland Local Plan, which was adopted in 2011 and covers the period up to 2026. Key documents that form the Rutland Local Plan include the Core Strategy DPD²⁵, the Site Allocations and Policies DPD²⁶ and the Minerals Core Strategy and Development Control Policies DPD²⁷. Due regard is also given to the new Rutland Local Plan, which will cover the period up to 2041. The proposed timetable is set out in the revised Local Development Scheme (April 2022). Currently, the emerging Local Plan is at the Regulation 18 consultation stage, and an 'Issues and Options' consultation closed in September 2022. The timetable will be kept under review as the production of the Local Plan progresses - further information is available on the Council's webpage²⁸.
- 2.2 The new Rutland Local Plan provides a housing target of 360 homes for the neighbourhood area up until 2041, which are to be found through neighbourhood plan allocations. However, recent engagement between the neighbourhood group and Rutland County Council indicates that this target can be considered as a minimum figure.
- 2.1 Neighbourhood plans will form part of the development plan for Rutland, alongside, but not as a replacement for the Local Plan. Neighbourhood plans are required to be in general conformity with the Local Plan and can develop policies and proposals to address local place-based issues. In this way it is intended for the Local Plan to provide a clear overall strategic direction for development in Rutland, whilst enabling finer detail to be determined through the neighbourhood planning process where appropriate.

Uppingham Neighbourhood Plan vision and objectives

- 2.2 The following vision has been established in the development of the Uppingham Neighbourhood Plan:

"The aim of the Neighbourhood Plan is to retain and enhance the traditional values of our small market town ensuring that future development in Uppingham reflects the community's needs and aspirations incorporating new homes, businesses, and technology where appropriate.

"The built environment resulting from the plan will reflect the town's heritage and rurality and be compatible with local and national policies. Above all it should enable all sections of the community to enjoy a sustainable way of life."

This vision statement is underpinned by specific objectives which will help to deliver the following aspirations for the neighbourhood area:

²⁵ Rutland County Council (2011) 'The Adopted Local Plan' can be accessed [here](#).

²⁶ Ibid.

²⁷ Ibid.

²⁸ Rutland County Council (2022): 'Planning Policy', [online] available to access [here](#)

- Continue to protect the town's heritage appearance and modernise its infrastructure.
- Stimulate social and economic growth while addressing the climate crisis and affirming which areas of the town should remain as open space.
- Strengthen community spirit, community health and community safety.
- Improve community life with particular regard for vulnerable, disadvantaged and disabled people.
- Improve the sustainability of the town's retail centre and economic zones.
- Attract public and private sector investment.
- Allocate/facilitate substantial new housing, reflecting Uppingham's role as a service centre which is slow the second largest settlement in the county and ensuring that at least 30% of new dwellings are 'affordable', in accordance with RCC policy.
- Create new housing developments designed as 'clusters' incorporating green space and wildlife corridors; and
- Enhance the visitor offer and attract the next generation of tourists.

3. What is the scope of the SEA?

Summary of SEA Scoping

- 3.1 The SEA Regulations require that: “*When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*”.
- 3.2 In England, the consultation bodies are Natural England, the Environment Agency, and Historic England²⁹. These authorities were consulted on the scope of the SEA between October and November 2022.
- 3.3 The purpose of scoping is to outline the ‘scope’ of the SEA through setting out:
- A context review of the key environmental and sustainability objectives of national, regional, and local plans and strategies relevant to the UNP.
 - Baseline data against which the UNP can be assessed.
 - The key sustainability issues for the UNP, presented under a series of environmental themes which incorporate the ‘SEA topics’ suggested by Annex I (f) of the SEA Directive.
 - An ‘SEA Framework’ of objectives against which the UNP can be assessed.
- 3.4 Responses received on the Scoping Report and how these have been considered through the SEA process are presented below in **Table 3.1**.

Table 3.1: Consultation responses received on the SEA Scoping Report

Consultation response	How the response was considered and addressed
Historic England <i>Business Officer, Midlands (email response received on 4th November 2022)</i>	
Thank you for consulting Historic England on the SEA Scoping Report for the Uppingham Neighbourhood Plan. Historic England have no comments to make.	Comment noted.
Environment Agency <i>Planning Adviser (email response received on 14th November 2022)</i>	
Thank you for consulting us on the scoping report for the Uppingham Neighbourhood Plan review.	Comment noted
We are a statutory consultee in the Strategic Environmental Assessment process and aim to reduce flood risk and protect and enhance the water environment	

²⁹ These consultation bodies were selected “*by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effect of implementing plans and programmes*” (SEA Directive, Article 6(3)).

Consultation response	How the response was considered and addressed
<p>Based on our review of the draft scoping report, we agree with the environmental issues within our remit that have been identified and the relevant objectives.</p> <p>We do not have any further comments to make.</p>	<p>Comment noted.</p>
<p>Natural England <i>Lead Adviser (email response and letter received 17th November 2022)</i></p>	
<p><u>General comments</u></p> <p>Natural England generally welcomes the SEA scoping report for the Neighbourhood Plan and considers that the policy context and baseline information used to inform the report appears to meet the requirements of the SEA Directive (2001/42/EC) and associated guidance.</p> <p>We welcome the key issues identified within the report and support the SEA objectives within the framework as they aptly cover our interests in the natural environment. We especially welcome the SEA objective regarding biodiversity and geodiversity: 'Protect and enhance biodiversity and geodiversity within and surrounding the neighbourhood area', as well as the supporting questions which address net gains in biodiversity, access to nature, climate change resilience and connectivity of habitats.</p>	<p>Comment noted. Potential impacts to biodiversity and geodiversity associated with UNP policies and proposals are further discussed within the consideration of reasonable alternatives and plan appraisal sections of this Environmental Report (as presented within Chapter 4 and Chapter 5).</p>
<p><u>Monitoring of the plan</u></p> <p>The report includes current baseline information and future baseline forecasting, however, no specific reference is made to monitoring of the plan. Planning Practice guidance³⁰ sets out that:</p> <p><i>'Monitoring the significant effects of the implementation of a neighbourhood plan that was subject to a strategic environmental assessment should be undertaken (see regulation 17 of the Environmental Assessment of Plans and Programmes Regulations 2004). This will enable unforeseen adverse effects to be identified at an early stage and to enable appropriate remedial actions. The local planning authority will need to consider arrangements to monitor the significant effects of implementing the neighbourhood plan and reporting this issue in its Monitoring Report.'</i></p>	<p>It is anticipated that monitoring of effects of the UNP will be undertaken by Rutland County Council as part of the process of preparing its Annual Monitoring Report (AMR).</p> <p>No significant negative effects are considered likely in the implementation of the UNP that would warrant more stringent monitoring over and above that already undertaken by Rutland County Council.</p>

³⁰ GOV.UK (2020) 'Strategic environmental assessment and sustainability appraisal' can be accessed [here](#).

Consultation response	How the response was considered and addressed
<p><u>Monitoring of the plan</u></p> <p>Suitable monitoring indicators should be identified to monitor the effects of the plan.</p> <p>Details of monitoring arrangements may be included in the sustainability appraisal report; however this is not a necessity, and these could be included in the post-adoption statement or in the plan itself.</p> <p>It is important that any monitoring indicators relate to the <u>effects of the plan itself</u>, not wider changes</p>	<p>It is anticipated that monitoring of effects of the UNP will be undertaken by Rutland County Council as part of the process of preparing its Annual Monitoring Report (AMR).</p> <p>No significant negative effects are considered likely in the implementation of the UNP that would warrant more stringent monitoring over and above that already undertaken by Rutland County Council.</p>
<p><u>Monitoring of the plan</u></p> <p>Bespoke indicators should be chosen relating to the outcomes of development management decisions. Whilst it is not Natural England’s role to prescribe what indicators should be adopted, the following indicators may be appropriate:</p> <p>Biodiversity:</p> <ul style="list-style-type: none"> • Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance. • Percentage of developments generating overall biodiversity enhancement. • Hectares of biodiversity habitat delivered through strategic site allocations. <p>Green infrastructure:</p> <ul style="list-style-type: none"> • Percentage of the population having access to a natural greenspace within 400 metres of their home. • Length of greenways constructed. • Hectares of accessible open space per 1000 population. 	<p>It is anticipated that monitoring of effects of the UNP will be undertaken by Rutland County Council as part of the process of preparing its Annual Monitoring Report (AMR).</p> <p>No significant negative effects are considered likely in the implementation of the UNP that would warrant more stringent monitoring over and above that already undertaken by Rutland County Council.</p>
<p><u>Additional information</u></p> <p>Further general information regarding the issues and opportunities that should be considered when preparing a Neighbourhood Plan is attached at Annex 1.</p>	<p>Comment noted. The information within the Annex has been a useful source of reference through the SEA process.</p>

3.5 Baseline information (including the context review and baseline data) is presented in **Appendix A**. The key sustainability issues and SEA Framework are presented below.

Key Sustainability Issues

Air Quality

- According to the latest available Air Quality Annual Status Report (ASR) for Rutland, there are no Air Quality Management Areas (AQMAs) within the neighbourhood area or within the county. Monitoring is undertaken for nitrogen dioxide (NO₂), and levels have been increasing in Uppingham. However, with no updated data it is not possible to say whether this trend has continued.
- Designated biodiversity and geodiversity sites within and in proximity to the neighbourhood area are potentially sensitive to air pollution issues.
- The UNP could present opportunities to improve accessibility and support more local and sustainable journeys / connections.
- Due to the absence of any significant air quality issues within the neighbourhood area, the air quality theme has been scoped out for the purposes of the SEA process.

Biodiversity and Geodiversity

- There are no internationally or nationally designated sites within the neighbourhood area; however, the Rutland Water Ramsar site and the Rutland Water Special Protection Area (SPA) is located approximately 4.6 km north. As the Rutland Water site is a popular area for recreation, development in the neighbourhood area may increase recreational use and pressure, thereby endangering the biodiversity and geodiversity of the designation.
- The south-west corner of the neighbourhood area overlaps with Site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZs) for development that is likely to come forward through the neighbourhood plan. As such, Natural England may need to be consulted for proposed development in this area.
- Biodiversity Action Plan (BAP) Priority Habitats within the neighbourhood area include lowland heathland and deciduous woodland. The UNP should seek to retain and enhance habitats wherever possible. The Leicester and Rutland Environmental Records Centre (LRERC) will have more detailed information on protected species in the neighbourhood area.

Climate Change

- Rutland County Council have declared a climate crisis and are committed to tackling this crisis. It will be important for the UNP to encourage the application of mitigation and adaptation measures through the design of new development areas.
- The industry and commercial sector remains the biggest contributor of carbon dioxide (CO₂) emissions in Rutland, but the transport sector has increased over the examined time period. As Rutland has a high emissions per capita level, opportunities to reduce per capita emissions could be sought through the UNP process. This could include planning for integrated and connected development, which reduces the need to travel, and supporting opportunities to travel via more sustainable and active modes.

- The neighbourhood area is mostly within Flood Zone 1, with areas of Flood Zone 3 concentrated along the waterbodies that pass through the area. There are areas of the neighbourhood area that are at risk of surface water flooding. The UNP should encourage new development proposals to consider the development's impact on the local flood regime, and guide development to include appropriate drainage and flood mitigation.
- Opportunities to enhance the resilience of the neighbourhood area and its residents to the effects of climate change should be sought out in the UNP. This can include adaptation strategies, green infrastructure enhancement, flood betterment measures, infrastructure development, and increased renewable energy sources.

Community Wellbeing

- There is a large proportion of residents aged 18-64 in the neighbourhood area. The services, facilities, and amenities within the neighbourhood area serve this working population and work to support the younger and older demographics.
- Based on the 2019 Indices of Deprivation data, the neighbourhood area does not experience high levels of deprivation. The area is most deprived in terms of 'employment', various income domains, 'living environment' and education, skills and training'.
- There are a variety of services within the neighbourhood area that serve the community well. The neighbourhood area has a variety of green and open spaces that contribute to the green infrastructure network, and Rutland Water park and Eyebrook Reservoir are within a suitable driving distance.
- As the requirements of the working population continue to change, particularly in response to the COVID-19 pandemic, there is likely to be a requirement for adaptable dwellings which can accommodate more flexible working practices.

Historic Environment

- Within the neighbourhood area, there are a variety of designated historic environment features, included Grade I, Grade II* and Grade II listed buildings, a scheduled monument, and the Uppingham Conservation Area. Development of the UNP provides an opportunity to deliver a spatial strategy that avoids or minimises impacts for the historic environment.
- As the Uppingham Conservation Area does not have an appraisal or plan, the UNP should seek to understand the special character and significance of the conservation area in light of any proposals which come forward within or within its setting.
- The UNP provides an opportunity to develop the existing evidence base in relation to the historic environment. It also poses an opportunity to further heritage understanding in the neighbourhood area through exploring the heritage assets in the area.
- Although there are no identified heritage assets 'at risk' within the neighbourhood area, it is acknowledged that the status of Grade II listed features are not assessed for their risk outside of London.

- It will be important to ensure that future development avoids / minimises impacts upon the historic environment and maximises opportunities to improve the public realm and green infrastructure, to the indirect benefit of heritage settings.

Land, Soil and Water Resources

- The provisional agricultural land classification (ALC) and best and most versatile land (BMV) data indicates the majority of the undeveloped land within the UNP has a moderate to high likelihood of being BMV land, especially directly to the north and south of Uppingham Town. It will be important to direct development away from these high likelihood areas and the land seen to be Grade 2.
- The neighbourhood area overlaps with three waterbody catchment areas, all of which have a failed chemical status and two have a failed biological status – the other has a poor ecological status, according to the 2019 condition assessments. Therefore, development proposals should avoid impacts to water quality, especially within the identified nitrate vulnerability zone (NVZ) and Safeguard Zone, in order to avoid contributing to the water quality issues.
- Plan making should consider how local decisions affect water supply, such as water accessibility issues, and ensure that appropriate drainage infrastructure is in place to accommodate new development areas.

Landscape and Townscape

- The neighbourhood area overlaps with one national character area (NCA) – 93 High Leicestershire. Additionally, the neighbourhood area is within the local landscape type Ridges and Valleys according to the 2003 report, and overlaps with two landscape character settings areas; Uppingham Ridges and Valleys and Uppingham Plateau (according to the 2010 report). These distinct sub-areas have been identified as contributing in unique ways to the landscape quality and character.
- New development has the potential to lead to incremental change in landscape and townscape character, and visual amenity. This applies to the NCA and the local landscape character areas.

Transportation

- There is a rail station approximately 10.5 km north of the neighbourhood area that allows regular access to a variety of locations, including London and Birmingham stations. New development in the neighbourhood area should be focused in locations that are within proximity to the services and facilities in Uppingham Town to limit the need to travel out of the area. Additionally, development should be located in areas with access to sustainable transport links to reduce the number of cars on the road.
- There are multiple bus services that run through the neighbourhood area that regularly provide access to external locations, including Stamford, Oakham, and Leicester. The UNP should seek development that works with these sustainable transport networks; focusing development in areas with easy access to the bus network.
- The UNP is well served by the road network, with two A-roads within the area and a multitude of smaller roads. All these roads provide access to a

variety of locations outside the neighbourhood area, including the major cities of Peterborough and Leicester, which are both outside of Rutland County. As such, the UNP should seek development that allows easy access to the local road network whilst ensuring negative impacts are avoided, such as the creation of traffic pinch points.

- There are public rights of way (PRoW) within the neighbourhood area in the form of many footpaths and a bridlepath; additionally, the long-distance walk ‘Uppingham Round’ crosses the neighbourhood area and there is also the Uppingham Heritage Trail within the town. New development should not negatively impact these active transport links and should be located within a suitable distance from them to allow new residents easy access.
- The recovery from the COVID-19 pandemic has the potential to change travel patterns in the short, medium and (potentially) longer term.

SEA Framework

3.6 The SEA Framework provides a way in which environmental effects can be defined and subsequently analysed based on standard ‘tests’. Each proposal within the current version of the UNP will be assessed consistently using the Framework, shown in **Table 3.2** below.

Table 3.2: SEA Framework

SEA theme	SEA objective	Assessment questions (will the proposal help to...)
Biodiversity and geodiversity	Protect and enhance biodiversity and geodiversity within and surrounding the neighbourhood area.	<ul style="list-style-type: none"> • Avoid or, if not possible, minimise impacts on biodiversity and geodiversity, including internationally and nationally designated sites, and provide net gains where possible? • Support the integrity of the designated sites for biodiversity and geodiversity located within proximity to the neighbourhood area? • Protect and enhance habitats, semi-natural habitats, species, and the ecological network connecting them? • Achieve biodiversity net gains and support the delivery of ecosystem services and multifunctional green infrastructure services? • Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks? • Support and promote access to and interpretation and understanding of biodiversity and geodiversity?
Climate change	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change, including flooding.	<ul style="list-style-type: none"> • Reduce the number of journeys made and reduce the need to travel? • Promote the use of more sustainable modes of transport, including walking, cycling, public transport, and EV infrastructure? • Increase the number of new developments meeting or exceeding sustainable design criteria? • Generate energy from low or zero carbon sources, or reduce energy consumption from non-renewable resources? • Ensure that inappropriate development does not take place in areas at higher risk of flooding, considering the likely future effects of climate change?

SEA theme	SEA objective	Assessment questions (will the proposal help to...)
		<ul style="list-style-type: none"> • Improve and extend green infrastructure networks in the neighbourhood area? • Sustainably manage water run-off, reducing runoff where possible? • Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, reducing deprivation, and supporting cohesive and inclusive communities.	<ul style="list-style-type: none"> • Provide everyone with the opportunity to live in good quality, affordable housing? • Support the provision of a range of house types and sizes? • Meet the needs of all sectors of the community? • Provide flexible and adaptable homes that meet people’s needs, particularly the needs of an ageing population? • Improve the availability and accessibility of key local facilities, including specialist services for disabled and older people? • Encourage and promote social cohesion and active involvement of local people in community activities? • Facilitate green infrastructure enhancements? • Promote the use of sustainable building techniques, including use of sustainable building materials in construction? • Minimise fuel poverty? • Maintain or enhance the quality of life of existing residents?
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.	<ul style="list-style-type: none"> • Conserve and enhance buildings, structures, and areas of architectural or historic interest, both designated and non-designated, and their settings? • Support access to and the interpretation and understanding of the historic environment? • Support the undertaking of archaeological investigations and, where appropriate, recommend mitigation strategies? • Protect the integrity and the historic setting of key finds of heritage interest as listed in the Leicestershire and Rutland HER?
Land, soil, and water resources	Ensure the efficient and effective use of land, and protect and enhance water quality, using water resources in a sustainable manner.	<ul style="list-style-type: none"> • Promote the use of previously developed land, including the regeneration of underutilised brownfield land? • Identify and avoid the development of the best and most versatile agricultural land? • Support the minimisation, reuse, and recycling of waste? • Avoid any negative impacts on water quality and support improvements to water quality? • Ensure appropriate drainage and mitigation is delivered alongside proposed development? • Protect waterbodies from pollution? • Maximise water efficiency and opportunities for water harvesting and/or water recycling? • Protect NVZs in the neighbourhood area?

SEA theme	SEA objective	Assessment questions (will the proposal help to...)
Landscape and townscape	Protect and enhance the character and quality of the immediate and surrounding landscape and townscape.	<ul style="list-style-type: none"> • Protect and enhance the local landscape and townscape character, key sensitivities and features, and quality of place? • Conserve and enhance local identity, diversity, and settlement character? • Protect visual amenity and locally important views in the neighbourhood area? • Support the integrity of the landscape in the neighbourhood area in accordance with current and emerging evidence base documents?
Transportation	Promote sustainable transport use and active travel opportunities and reduce the need to travel.	<ul style="list-style-type: none"> • Support the objectives within the Rutland Local Transport Plan 4 to encourage the use of more sustainable transport modes? • Encourage a shift to more sustainable forms of travel and enable sustainable transport infrastructure enhancements? • Improve local connectivity and pedestrian and cyclist movement? • Facilitate working from home to reduce the use of private vehicles to access workplaces outside of the neighbourhood area? • Reduce the impact of the transport sector on climate change? • Improve road safety? • Reduce the impact on residents from the road network?

4. Consideration of reasonable alternatives for the Uppingham Neighbourhood Plan

Introduction

- 4.1 In accordance with the SEA Regulations the Environmental Report must include...
- An outline of the reasons for selecting the alternatives dealt with; and
 - The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.
- 4.2 The 'narrative' of plan-making / SEA up to this point is told within this part of the Environmental Report. Specifically, this chapter explains how the UNP's development strategy has been shaped through considering alternative approaches for the location of housing in the neighbourhood area.
- 4.3 The following sections therefore describe how the SEA process to date has informed the preferred development strategy for the neighbourhood area and potential locations for development.

Defining reasonable alternatives

- 4.4 Whilst work on the UNP has been underway for some time, the aim here is not to provide a comprehensive explanation of work to date, but rather to explain work undertaken to develop and appraise reasonable alternatives.
- 4.5 Specifically, there is a need to explore the strategic factors that have a bearing on the establishment of reasonable alternative approaches (i.e., in relation to the level and distribution of growth) and the work that has been undertaken to date to examine site options (i.e., sites potentially in contention for allocation in the UNP). These factors are then drawn together to arrive at reasonable alternatives.

Housing number to deliver within the neighbourhood area

- 4.6 As discussed within Chapter 2 of this Environmental Report, the new Rutland Local Plan provides a housing target of 360 homes for the neighbourhood area up until 2041, which are to be delivered through neighbourhood plan allocations.
- 4.7 Recent engagement between the neighbourhood group and Rutland County Council indicate that this target can be considered as a minimum figure.

Initial consideration of site options

- 4.8 With a view to meeting the housing target for the parish, the Steering Group were keen to consider where the dwellings should be delivered within the neighbourhood area. In light of this, the Steering Group undertook initial

assessments of the various sites in the parish³¹ in terms of their suitability, availability, and achievability for the purposes of a potential Neighbourhood Plan allocation.

- 4.9 A total of 15 sites were considered through the initial site assessment process. Sites were identified via a local 'call for sites' exercise along with sites which were put forward in Rutland County Council's Strategic Housing and Employment Land Availability Assessment (SHELAA)³². It is noted that most of the sites which came forward through the local 'call for sites' exercise overlapped with existing SHELAA sites³³.
- 4.10 Nine sites were initially discounted on the basis that they were not suitable, available, or achievable; or not favoured by the local community through a local consultation process. A summary of the reasons for discounting the sites is provided below. Further details can be found in the housing sites selection evidence base document accompanying the Regulation 14 version of the UNP.
- SHELAA/UPP/03: '7 Stockerston Road, Uppingham': A smaller site with less potential to significantly contribute towards local housing targets. SHELAA considers the site as being undeliverable.
 - SHELAA/UPP/06a: 'Land off Leicester Road, Uppingham': The site forms part of an existing allocation within the 'made' UNP (see Policy 3).
 - SHELAA/UPP/06b: 'Land off Leicester Road, Uppingham': Considered as an area of important local space within 'made' UNP and has previously been rejected by Rutland County Council based on the findings of the SHELAA.
 - SHELAA/UPP/07: 'Land at Gypsy Hollow Lane, Uppingham': The site is unavailable as the owner has withdrawn the land from consideration.
 - SHELAA/UPP/08: 'Land North of Leicester Road': Planning application [2019/0524/OUT](#) for 163 homes submitted to Rutland County Council; decision pending (subject to a Section 106 agreement). The site is identified in the 'made' UNP³⁴ as an allocation (see Policy 3) and is located directly to the north of SHELAA/UPP/06a which has existing permission. In this respect, the site is considered as an existing commitment and has not been taken forward for further assessment within the SEA. Within the refreshed UNP, the Town Council are supportive in principle of allocating at this site providing that local community knowledge and aspirations are reflected in shaping the way development of the site is delivered within the neighbourhood area. These aspirations (as outlined within Policy UHA-3 within the UNP) would accompany the requirements within the decision notice for the scheme (if approved) and have been developed in collaboration with the developer of the proposed scheme. This is further discussed within the appraisal of UNP policies presented in **Chapter 5** of this Environmental Report.

³¹ The initial housing sites selection report contributes to the evidence base for the UNP and accompanies the Regulation 14 version of the UNP.

³² Rutland County Council (2019, 2021): 'SHELAA', [online] available to access [here](#)

³³ It is recognised that Rutland County Council are undertaking a refreshed 'call for sites' process as part of the new Rutland Local Plan (applications opened in February 2022 and is an ongoing at present). Reflecting the sites which are shown on the latest interactive map (accessible [here](#)), no additional sites have come forward within the neighbourhood area further to those which are already known to the community.

³⁴ Uppingham Town Council (2016): 'Uppingham Neighbourhood Plan 2013-2026', [online] available to access [here](#)

- SHELAA/UPP/09a and 09b: ‘Land off the Quadrant, Uppingham’: The sites have previously been rejected by Rutland County Council based on the findings of the SHELAA.
- SHELAA/UPP/10: ‘Welland Vale, Glaston Road, Uppingham’: The site is disjointed from the existing settlement and is potentially within an area of high landscape sensitivity. Previously rejected by Rutland County Council.
- UNP21/SS/01: ‘Seaton Road’: A smaller site with less potential to significantly contribute towards local housing targets. The site is also unavailable as the owner has withdrawn the land from consideration.

Potential site options considered through the SEA

4.11 Following the initial site assessment process, a total of six sites were identified as potential locations to consider for a Neighbourhood Plan allocation. All six sites are adjacent or very near to the settlement boundary for Uppingham.

4.12 To support the consideration of the suitability of the shortlisted sites for a potential allocation of a type appropriate for the Neighbourhood Plan, the SEA process has appraised the key constraints and opportunities present at the each of the relevant sites.

4.13 In this context, the sites have been considered in relation to the SEA Framework of objectives and decision-making questions developed during SEA scoping (see **Chapter 3**, above) and the baseline information. These appraisals undertaken through the SEA have been undertaken separately to the initial site assessments undertaken for the UNP.

4.14 The sites are listed in **Table 4.1** and shown in the figure below.

Table 4.1: Potential site options considered through the SEA

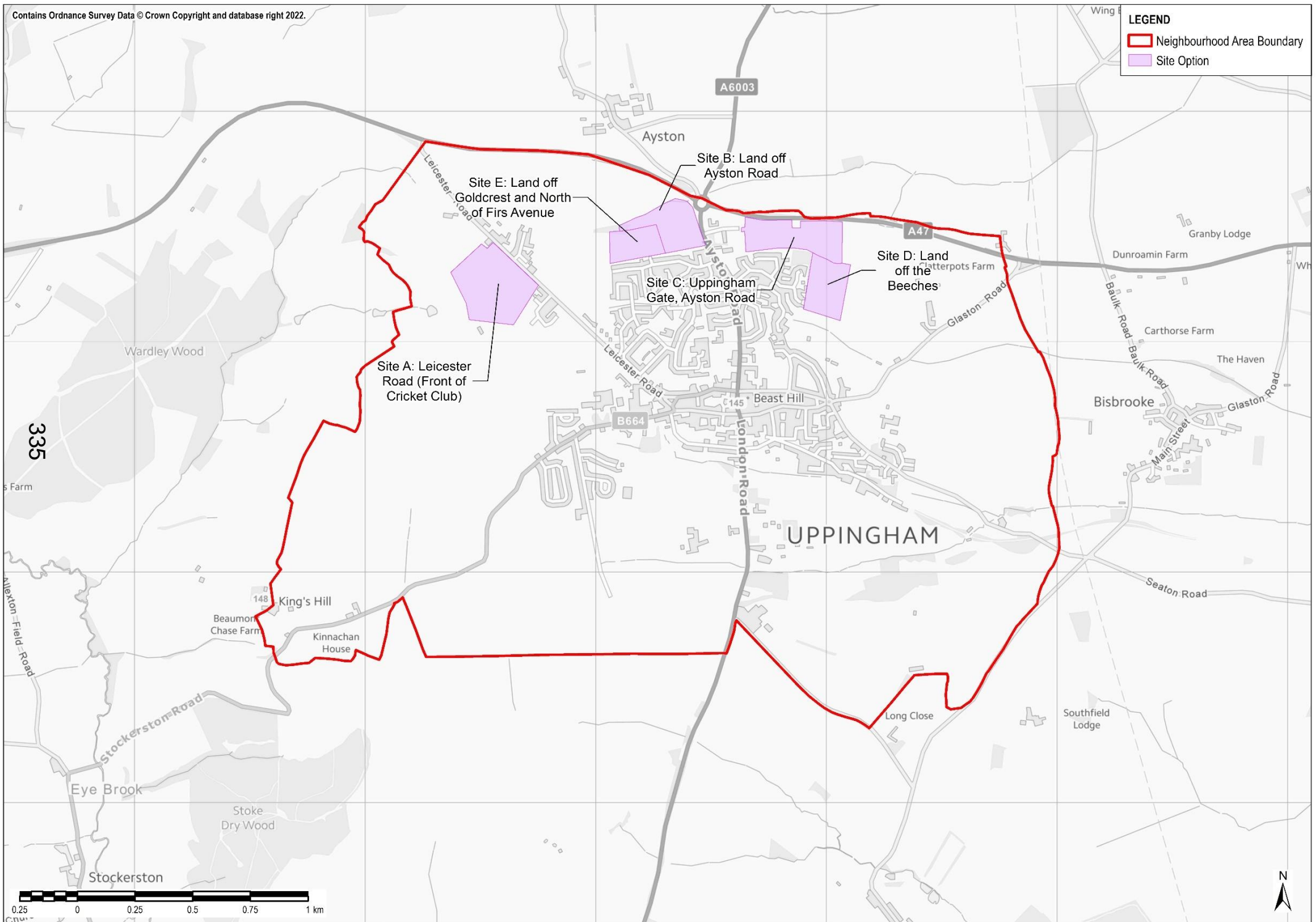
Housing Sites Selection Report ref.	SEA ID	Name of site, address	Size (Ha) ³⁵
UNP21/LS/04	Site A	Leicester Road (Front of Cricket Club)	8.37
UNP21/LS/05	Site B	Land off Ayston Road	4.17
UNP21/LS/01	Site C	Uppingham Gate, Ayston Road	5.60
UNP21/LS/03	Site D	Land off the Beeches ³⁶	4.10
UNP21/LS/02	Site E	Land off Goldcrest and North of Firs Avenue	2.63

³⁵ Represents total site size and not necessarily total developable area and is taken from the initial housing sites selection report evidence base document accompanying the Regulation 14 version of the UNP.

³⁶ The boundary for this site is a combination of the following two SHELAA sites: SHELAA/UPP/01 and SHELAA/UPP/12.

LEGEND

- Neighbourhood Area Boundary
- Site Option



Site options appraisal findings

4.15 Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the appraisal has been presented through the seven SEA themes, as follows:

- Biodiversity and Geodiversity.
- Climate Change.
- Community Wellbeing.
- Historic Environment.
- Land, Soil, and Water Resources.
- Landscape and Townscape; and
- Transportation.

4.16 The appraisal considers the relative sustainability merits of each of the potential site options. Findings are presented as a commentary on effects. It is anticipated that this will provide the reader with a likely indication of the relative performance of the potential site options in relation to each theme considered.

4.17 Sources of information to support the appraisal has included (amongst others): Ordnance Survey maps, MAGIC Interactive Map³⁷, the Environment Agency's Flood Risk Maps for England³⁸, Natural England's Agricultural Land Classification maps^{39,40}, Google Earth⁴¹, reports and interactive mapping layers available on Rutland County Council's webpages⁴², and baseline studies provided by the Steering Group (available to access via the UNP's website)⁴³.

4.18 **Table 4.2** to **Table 4.6** below present the findings of the appraisal of the site options for each of the SEA themes. **Table 4.7** which follows presents a summary of the appraisal findings.

³⁷ MAGIC (2022): 'Interactive Map', [online] available to access [here](#)

³⁸ Environment Agency (2022): 'Flood Map for Planning', [online] available to access [here](#)

³⁹ Natural England (2010): 'Regional Agricultural Land Classification Maps and Likelihood of Best and Most Versatile Land', [online] available to access [here](#)

⁴⁰ Natural England (2017): 'Likelihood of Best and Most Versatile (BMV) Agricultural Land – Strategic Scale Map for the South East Region (ALC019)', [online] available to access [here](#)

⁴¹ Google (2022): 'Google Earth', [online] available to access [here](#)

⁴² Rutland County Council (2022): 'Planning', available to access [here](#)

⁴³ Uppingham Town Council (2022): 'Uppingham Neighbourhood Plan', available to access [here](#)

Table 4.2: Site A

SEA Theme Commentary, Site A: Leicester Road (Front of Cricket Club)



Biodiversity and Geodiversity

This site does not overlap with any international or national biodiversity and geodiversity designations – the nearest designation is the Allextion Wood SSSI, which is located within 3km south west of the site. The site does not overlap with SSSI IRZs for the types of development that could potentially be taken forward through the neighbourhood plan (i.e., residential, rural residential and rural non-residential).

It is important to note the Rutland Water Ramsar designation and Special Protection Area designation are approximately 5.2km north east from this site. Whilst it is unlikely development at this site itself would impact on the biodiversity and geodiversity of the designations, it is recognised Rutland Water has a recreational value and as such, a potential increase in development could increase recreational pressure and impacts on the natural environment.

In terms of local designations, there are no BAP Priority Habitats on the site or in immediate proximity that could be impacted by development (though it is noted there is an area of deciduous woodland approximately 410m north west). As such, development on this site is not expected to impact on important habitats. It is noted the site is located next to a local wildlife site (Uppingham, Ash trees south of Leicester Road).

Aerial imagery indicates there are a variety of trees and hedgerows located along the site boundaries and along the route connecting Leicester Road to the Uppingham Town Cricket Club. These features should be retained and enhanced (where appropriate) within new development areas, alongside the delivery of net gains.

Neutral effects are therefore concluded pre-mitigation, given the lack of international and national designations and habitats within proximity to the site and the presence of boundary vegetation.

SEA Theme Commentary, Site A: Leicester Road (Front of Cricket Club)

Climate Change Development of this site will lead to inevitable increases in greenhouse gas emissions from a growth in the built footprint of Uppingham and an intensification of use at this location. However, as Uppingham offers a good variety of local services and facilities, including a surgery, primary and secondary education centres, small businesses and a food store, residents are unlikely to need to travel outside of the neighbourhood area for day-to-day needs, which will reduce CO₂ emissions originating from the area. It is noted this site is a distance (approximately 1km) from the town centre and its associated facilities and services. Whilst there is provision for safe pedestrian and cycle access through the pavement on Leicester Road, and the opportunity to make use of the bus services, development could see an increase in private vehicle use and associated CO₂ emissions.

With regards to flood risk issues, the whole site is within Fluvial Flood Zone 1, which means it has a low probability of experiencing flooding. The site does have a small area at risk of surface water flooding on the eastern site boundary. However, given the size of the area at risk, the site as a whole is considered to have a low risk of surface water flooding.

Neutral effects are therefore concluded pre-mitigation given there are sustainable and active transportation opportunities, the existing services and facilities provided by Uppingham Town and the low risk of flooding at this site.

Community Wellbeing Given the size of this site, which is a relatively large area of greenfield land, an allocation of the whole site is likely to positively contribute towards local housing needs by providing a mix of types and tenures (including potential affordable homes). The site is located a distance from the town centre, which is approximately 900m south east. However, the site does offer pedestrian, cycling and sustainable transport opportunities to access the services and facilities in Uppingham Town and outside the neighbourhood area. The site is located north west and south of existing residential developments.

Uppingham is well served by community infrastructure, offering multiple primary schools and a secondary school, a surgery, various sports clubs, a variety of hotels, multiple small businesses and restaurant and cafes, as well as playgrounds, allotments, a skatepark and the Co-op food store. Given this, an allocation at this site would be able to meet the needs of new residents through the existing infrastructure (and it is expected that contributions from developments will be sought for community infrastructure enhancements). Whilst the site is not located in proximity to much community infrastructure, it is within walking distance of the Uppingham Town Cricket Club. Access to this feature would be maintained through development here. Additionally, allocating this site would not result in the loss of public open space or employment land. This ensures community wellbeing is maintained by not developing important areas for recreation or work.

Overall, **positive** effects are concluded pre-mitigation for this site given that it is well located in relation to existing facilities and services and would not result in the loss of employment opportunities or recreational space.

SEA Theme **Commentary, Site A: Leicester Road (Front of Cricket Club)**

<p>Historic Environment</p>	<p>There are no listed buildings within proximity to the site that would be impacted by an allocation here. However, there is a scheduled monument approximately 370m north west of the site – the Castle Hill motte and bailey, Beaumont Chase. It is possible views to and from this designation could be affected by development at this site given the open character of the landscape and lack of development between the designation and this site.</p> <p>The Uppingham Conservation Area is located approximately 500m south east of this site, and the Ayston Conservation Area is located approximately 700m north east of the site. Despite this proximity, existing development in the neighbourhood area screens this site from these designations.</p> <p>The local HER indicates there are multiple local historic environment features on this site, including find spots, undated ditches and enclosures, potential pit alignments and a potential Saxon site. It is recommended that a study is undertaken before development begins if this site is allocated to fully understand the historical significance of this site.</p> <p>Overall, uncertain effects are concluded pre-mitigation for this site given its proximity to a scheduled monument and the presence of multiple local HER within the site’s perimeter.</p>
<p>Land, Soil and Water Resources</p>	<p>Development at this site would result in the loss of greenfield land. Aerial imagery indicate this site is used for agricultural purposes; according to the indicative ALC for the East Midlands region provided by Natural England, it is within Grade 2 ‘Very Good’ or 3 ‘Good to Moderate’ agricultural land and moderate or high likelihood of being BMV land. However, due to the map resolutions, there is uncertainty over which grade the site falls under. Whilst the development of this site would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to meet the emerging housing numbers via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. The site does not overlap with a mineral safeguarding area.</p> <p>There are no watercourses within or in proximity to this site, but the site does overlap with the Surface Water S832 – River Welland NVZ and the Safeguard Zone (Surface Water) SWGZ1005.</p> <p>Negative effects are concluded for this site pre-mitigation given the loss of greenfield, potentially high-quality land in agricultural use, and the potential to impact on the NVZ and safeguarding zone.</p>
<p>Landscape and Townscape</p>	<p>The site is located adjacent to part of the existing settlement of Uppingham Town to the north, and approximately 250m north west of the main settlement boundary. Given the relatively large size of the site, development of the whole site could lead to major changes in the size and character of the existing settlement, especially given the site is approximately 5m higher in elevation and slopes eastwards, and that the southern and western boundaries back onto open landscape. As such, it is possible development could be viewed from existing structures in the settlement boundary.</p> <p>Additionally, the site is identified as being within the ‘Uppingham Plateau’ landscape type. Although not assessed in the Rutland County Council Landscape Sensitivity and Capacity Study 2010, the site is considered to have a high landscape sensitivity given its higher elevation and its proximity to areas covered in the 2010 study, which are concluded to have a high sensitivity. As such, an allocation here could result in adverse impacts on the surrounding landscape. Overall, negative effects are concluded likely for this site pre-mitigation given the potential impacts on the landscape and existing Uppingham Town, and the high landscape sensitivity of the area.</p>

SEA Theme **Commentary, Site A: Leicester Road (Front of Cricket Club)**

Transportation There are no railway stations in proximity to the site, the closest being located approximately 10km away in Oakham to the north. However, the site has a bus stop on its northern site boundary and across Leicester Road to the north, which will allow access to service 747 and service R4A. These services provide for sustainable transportation to a variety of locations including Melton Mowbray, Oakham, Whissendine, Humberstone, Eart Norton and Bushby.

Leicester Road is the closest road to the site, located on the northern site boundary. The road has pavement access to facilitate safe active transportation methods (walking and cycling) into the centre of Uppingham Town, which is approximately 900m south east. Leicester Road provides vehicular access to the A47 to the north west and the A6003 to the south east, which allows for travel on the strategic road network to Oakham, Great Oakley, Leicester, and Peterborough. Additionally, there is the potential for a road link to be built between Leicester Road and Stockerston Road through this allocation, which would provide easier access to the B664 and associated roads to the south.

There are no PRow within the site perimeter, but there is a public footpath approximately 200m south east along Leicester Road which provides safe pedestrian access to the settlement of Ayston outside of the neighbourhood area to the north.

Given this, **positive** effects are concluded likely for this site pre-mitigation given its transportation opportunities and relatively easy access to the centre of Uppingham Town and neighbouring settlements, as well as the potential for a link road to strengthen the local road network.

Key	
Likely adverse effect (without mitigation measures)	Likely positive effect
Neutral/no effect	Uncertain effect

Table 4.3: Site B

SEA Theme Commentary, Site B: Land off Ayston Road



Biodiversity and Geodiversity

There are no international or national biodiversity and geodiversity designations overlapping this site or within proximity to it, nor are there any designations within 3km of the site boundaries. As such, this site is not subject to SSSI IRZs for the types of development likely to come forward through the neighbourhood plan (i.e., residential, rural residential and rural non-residential).

The Rutland Water designations (Ramsar and SPA) are approximately 4.7km north east from this site. Whilst it is unlikely development at this site itself would impact on the biodiversity and geodiversity of the designations, it is recognised increased recreational pressure at Rutland Water could impact on its natural environment and biodiversity and geodiversity value.

In terms of local designations, there are no BAP Priority Habitats on the site or in immediate proximity that could be impacted by development (though there is an area of woodpasture and parkland habitat approximately 480m north west outside of the neighbourhood area). Given this distance, it is unlikely that development on this site will cause adverse impacts to the habitat. The site is also located approximately 400m from a local wildlife site (Uppingham, Ash trees south of Leicester Road).

According to aerial imagery, there are trees and hedgerows located along the site boundaries, and there is a small, wooded area adjacent to the western boundary. These features should be retained and enhanced (where appropriate) within new development areas, alongside the delivery of net gains.

Neutral effects are therefore concluded pre-mitigation, given the lack of international and national designations and habitats within proximity to the site and the presence of boundary vegetation.

SEA Theme Commentary, Site B: Land off Ayston Road

Climate Change Development of this site will lead to inevitable increases in greenhouse gas emissions from a growth in the built footprint of Uppingham and an intensification of use at this location. Despite this, Uppingham does provide a good variety of local services and facilities, including a surgery, primary and secondary education centres, small businesses and a food store. As such, residents are unlikely to need to travel outside of the neighbourhood area for day-to-day needs, which will reduce CO₂ emissions originating from the area. Whilst the health infrastructure is across the road to the east of this site, the remaining facilities are within the town centre, which is approximately 750m south of the site. Whilst there is provision for safe pedestrian and cycle access to the town centre, and the option to engage with bus services on Ayston Road, it is likely vehicles will be used to access certain facilities like primary education. As such, development at this site could see an increase in CO₂ emissions linked to transportation.

With regards to flood risk issues, the whole site is within Fluvial Flood Zone 1; as such, it is considered to have a low probability of experiencing flooding. However, this site is at varying risk of surface water flooding along the northern site boundary, and this feeds into two areas of low and medium risk within the site perimeter. Despite this, the site it is considered to have a low risk of surface water flooding.

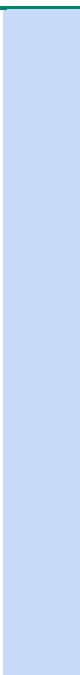

Neutral effects are therefore concluded pre-mitigation given the sustainable and active transportation opportunities, the proximity of the health infrastructure of Uppingham and the further services and facilities provided by Uppingham Town, and the overall low risk of flooding.

Community Wellbeing This greenfield site is a moderate size, and an allocation of the whole site is likely to positively contribute towards local housing needs by providing a mix of types and tenures (including potential affordable homes). This site is located to the north of the town centre, but its proximity to Ayston Road on the eastern site boundary will allow for active and sustainable transport opportunities into the town centre 800m south via pavement provision and bus services. The site is directly north of an existing residential development, which will help it blend into the settlement.

Uppingham is well served by community infrastructure, offering multiple primary schools and a secondary school, a surgery, various sports clubs, a variety of hotels, multiple small businesses and restaurant and cafes, as well as playgrounds, allotments, a skatepark and the Co-op food store. As such, allocating this site for development would not risk residents needs not being met (additionally, it is expected that contributions from developments will be sought for community infrastructure enhancements). Additionally, this site is directly west of the health infrastructure of Uppingham – the surgery and a dentistry, which is beneficial for potential residents of this site as they would not need to travel far to access health advice. Furthermore, an allocation at this site would not result in the loss of public open space or employment land. This ensures community wellbeing is maintained by not developing important areas for recreation or work.

Overall, **positive** effects are concluded pre-mitigation for this site given that it is well located in relation to existing facilities and services, especially health infrastructure, and would not result in the loss of employment opportunities or recreational space.

SEA Theme **Commentary, Site B: Land off Ayston Road**

<p>Historic Environment</p>	<p>There are no listed buildings within proximity to the site that would be impacted by an allocation here, nor are there any nationally designated heritage assets within 1km of the site boundary that could experience changes through development here.</p> <p>The site is located approximately 450m north of the Uppingham Conservation Area and approximately 380m south east of the Ayston Conservation Area. Despite this proximity, existing development in the neighbourhood area provides an element of visual screening of this site from the Uppingham Conservation Area. Additional screening may be required to reduce the visual impact on the Ayston Conservation Area given the open space between the site and the designation.</p> <p>The local HER indicates there is a large local historic environment feature within the site boundaries indicating past historical finds (two separate records), including pottery and flint. It is recommended that a study is undertaken before development begins if this site is allocated to fully understand the historical significance of this site.</p> <p>Overall, uncertain effects are concluded pre-mitigation for this site given its proximity to the Ayston Conservation Area and the presence of local HER within the site’s perimeter.</p>	
<p>Land, Soil and Water Resources</p>	<p>Development at this site would result in the loss of greenfield land, though it is not easily concluded whether this site is in agricultural use at present. According to the indicative ALC for the East Midlands region this site is within an area of Grade 2 ‘Very Good’ agricultural land and has a high likelihood of being BMV land. Whilst the development of this site would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to meet the emerging housing numbers via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. It is noted that the site does not overlap with a mineral safeguarding area.</p> <p>Furthermore, there are no watercourses within or in proximity to this site. However, the site does overlap with the Surface Water S832 – River Welland NVZ and the Safeguard Zone (Surface Water) SWGZ1005.</p> <p>Negative effects are concluded for this site pre-mitigation given the loss of greenfield and high quality land, and for the potential to negatively impact on the NVZ and the safeguarding zone.</p>	

SEA Theme Commentary, Site B: Land off Ayston Road

Landscape and Townscape	<p>The site is located adjacent to the existing settlement of Uppingham Town to the north. Given the relative size of the site, development has the potential to lead to moderate changes in the size and character of the existing settlement, especially given the site slopes northwards and development could be viewed from existing structures to the south. The presence of the A47 to the north, Ayston Road to the east and Leicester Road to the south have created a ‘cut off’ surrounding landscape in which the site sits, which is the area that would be most susceptible to changes brought about by development at Site B.</p> <p>Additionally, the site is identified as being within the ‘Uppingham Ridges and Valleys’ landscape type. This site was assessed under two sites (U7A and U7B) in the Rutland County Council Landscape Sensitivity and Capacity Study 2010, through which it was concluded the site has a moderate to high landscape sensitivity and a low to medium landscape capacity. As such, an allocation here could result in adverse impacts on the local landscape, as the site is located in an already sensitive area and does not have the best capacity for change.</p> <p>Overall, negative effects are concluded likely for this site pre-mitigation given the potential impacts on the landscape and existing Uppingham Town settlement, and the landscape sensitivity and capacity of the area.</p>	
-------------------------	--	--

Transportation	<p>There are no railway stations in proximity to the site – Oakham station is the closest and is approximately 9km to the north. The site has good access to sustainable transportation options, with a bus stop being located on its eastern boundary that allows access to services R1 and R5 and locations including Glaston, Barrowden, Stamford, Corby, Wing and Oakham.</p> <p>Ayston Road (A6003) is the closest road to the site, located on the eastern site boundary. The road allows for safe active transportation methods through its pavement provision, which would enable residents to travel the 800m south to the centre of Uppingham Town. Ayston Road provides vehicular access to the A47 and A6003 to the north, which allows for travel on the strategic road network to Oakham, Great Oakley, Leicester, and Peterborough.</p> <p>There is a public footpath approximately 150m east of the site which provides safe pedestrian access to the A6003 to the north and The Beeches to the south. There is another footpath approximately 150m west of the site which provides safe pedestrian access to the settlement of Ayston outside of the neighbourhood area to the north.</p> <p>Given this, positive effects are concluded likely for this site pre-mitigation given its transportation opportunities and relatively easy access to the centre of Uppingham Town and neighbouring settlements.</p>	
----------------	---	--

Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

Table 4.4: Site C

SEA Theme

Commentary, Site C: Uppingham Gate, Ayston Road



Biodiversity and Geodiversity

This site does not overlap with any international or national biodiversity and geodiversity designations. Nor are there any important designations within 3km of the site – as such, an allocation here would not be limited by SSSI IRZs for the types of development that could potentially be taken forward through the neighbourhood plan (i.e., residential, rural residential and rural non-residential).

The Rutland Water Ramsar designation and Special Protection Area designation are located approximately 4.6km north from this site. Development at this site in Uppingham is unlikely to have a direct impact on the biodiversity and geodiversity value of the site; however, increased recreational pressure as a result of development could result in impacts to the natural environment of the designated area.

There are no BAP Priority Habitats on the site or in immediate proximity that could be impacted by development (though there is an area of woodpasture and parkland habitat approximately 840m north west in the Ayston neighbourhood area). As such, an allocation at this site is not likely to impact important habitats. It is noted there is a local wildlife site is within 500m of the site (Ayston stream hedge).

Aerial imagery indicates there are a variety of trees and hedgerows located along the site boundaries, as well as two hedges running north to south within the site perimeter. Additionally, there is a wooded area adjacent to the southern site boundary. These features should be incorporated into the development proposals and enhanced (where appropriate), which will help deliver net gains and improve biodiversity connectivity in the neighbourhood area.

Neutral effects are therefore concluded pre-mitigation, given the lack of international and national designations and habitats within proximity to the site and the presence of boundary vegetation, which is connected to two hedgerows within the site perimeter.

SEA Theme

Commentary, Site C: Uppingham Gate, Ayston Road

Climate Change

Development of this site will lead to inevitable increases in greenhouse gas emissions from a growth in the built footprint of Uppingham and an intensification of use at this location. However, as Uppingham offers a good variety of local services and facilities, including a surgery, primary and secondary education centres, small businesses and a food store, residents are unlikely to need to travel for day-to-day needs, which will reduce CO₂ emissions originating from the area. Whilst the health infrastructure is within proximity to this site (less than 100m to the west), the remaining facilities are within the town centre, which is a distance from the site to the south. Ayston Road (the nearest main road to the site) does provide for safe pedestrian and cycle access to the town centre through pavement access, and there is also the option to engage with bus services on Ayston Road. Despite this, it is likely vehicles will be used to access certain facilities like primary education. As such, development at this site could see an increase in CO₂ emissions linked to transportation.

With regards to flood risk issues, the whole site is within Fluvial Flood Zone 1; as such, it has a low probability of experiencing flooding. The site is at risk of surface water flooding along the northern site boundary due to the presence of the A47 road adjacent to the north; this feeds into an area at low risk of surface water flooding in the middle of the site. Overall, the site is considered to have a low risk of surface water flooding.

Neutral effects are therefore concluded pre-mitigation given the sustainable and active transportation opportunities available to access the town centre, the services and facilities provided by Uppingham Town and the overall low risk of flooding.

Community Wellbeing

Given the size of this site, which is a moderate area of greenfield land, an allocation of the whole site is likely to positively contribute towards local housing needs by providing a mix of types and tenures (including potential affordable homes). The site is located within walking and cycling distance of the town centre (approximately 800m south of the site) and also on a bus route to allow for sustainable travel into the town centre and areas outside of the neighbourhood area. The site is located north of an existing residential development.

Uppingham is well served by community infrastructure, offering multiple primary schools and a secondary school, a surgery, various sports clubs, a variety of hotels, multiple small businesses and restaurant and cafes, as well as playgrounds, allotments, a skatepark and the Co-op food store. Given this, an allocation at this site would be able to meet the needs of new residents through the existing infrastructure (and it is expected that contributions from developments will be sought for community infrastructure enhancements).

Furthermore, an allocation at this site would not result in the loss of public open space.

Overall, **positive** effects are concluded pre-mitigation for this site given that it is well located in relation to existing facilities and services and would not result in the loss of recreational space.

SEA Theme

Commentary, Site C: Uppingham Gate, Ayston Road

Historic Environment There are no listed buildings within proximity to the site that would be impacted by an allocation here. Additionally, there are no nationally designated heritage assets scheduled monuments within 1km of the site boundaries, nor are there any local historic environment features within the site boundaries.

The site is located approximately 400m north of the Uppingham Conservation Area and approximately 620m south east of the Ayston Conservation Area. Despite this proximity, existing development in the neighbourhood area provides an element of visual screening between this site from the Uppingham Conservation Area. Additional screening may be required to reduce the visual impact on the Ayston Conservation Area given the open space between the site and the designation.

Overall, **neutral** effects are concluded pre-mitigation for this site given its proximity to the Ayston Conservation Area.

Land, Soil and Water Resources Development at this site would result in the loss of greenfield land. Aerial imagery indicates there is a small level of brownfield development in the eastern half of this site – a couple of sheds to the south and development to the north. In this respect, new development areas focused in this section of the site will promote the efficient use of previously developed land. Though aerial imagery does not make it clear as to whether the site is in agricultural use, according to the indicative ALC for the East Midlands region this site is within Grade 2 ‘Very Good’ agricultural land and has a high likelihood of being BMV land. Whilst the development of this site would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to meet the emerging housing numbers via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. Additionally, it does not overlap with a mineral safeguarding area.

There are no watercourses within or in proximity to this site, but the site does overlap with the Surface Water S832 – River Welland NVZ and the Safeguard Zone (Surface Water) SWGZ1005.

Negative effects are concluded for this site pre-mitigation given the loss of greenfield and high-quality land, and for the potential to negatively impact on the NVZ and the safeguarding zone.

SEA Theme

Commentary, Site C: Uppingham Gate, Ayston Road

Landscape and Townscape	<p>The site is located adjacent to the settlement boundary for Uppingham Town to the north of the settlement. Given the relative size of the site, development has the potential to cause moderate change in the size and character of the existing settlement by extending the settlement northwards towards the A47. The site slopes north west, and development could be viewed from existing structures to the south and south west.</p> <p>The site is seen to be within the ‘Uppingham Ridges and Valleys’ landscape type; and a part of this site was assessed under U2A in the Rutland County Council Landscape Sensitivity and Capacity Study 2010. The study concluded that part of the site to the east has a moderate landscape sensitivity and a medium to high landscape capacity. In this respect, it is possible the site will cope with landscape change better than others in Uppingham, especially given impacts are also dependent on the design of schemes brought forward at this location. Nonetheless, as the site is a large area of greenfield land, development of the whole site will significantly change its character.</p> <p>Overall, uncertain effects are concluded likely for this site pre-mitigation given the potential impacts on the landscape and existing Uppingham Town settlement, and the landscape sensitivity and capacity of the area.</p>	
Transportation	<p>The site is not within proximity to a train station, the nearest being located approximately 9km north outside of the neighbourhood area in Oakham. The site is, however, within proximity to a bus stop on Ayston Road to the west, which allows for access to services R1 and R5 that travel to a range of locations, including Glaston, Barrowden, Stamford, Corby, Wing and Oakham.</p> <p>Ayston Road (A6003) is the closest road to the site, located to the west. The road has pavement access to facilitate safe active transportation methods (walking and cycling) into the centre of Uppingham Town, which is approximately 820m south. Ayston Road provides vehicular access to the A47 and A6003 to the north, which allows for travel on the strategic road network to Oakham, Great Oakley, Leicester, and Peterborough.</p> <p>There is a public footpath approximately 50m west of the site which provides safe pedestrian access to the A6003 to the north and The Beeches to the south.</p> <p>Given this, positive effects are concluded likely for this site pre-mitigation given its transportation opportunities and relatively easy access to the centre of Uppingham Town and neighbouring settlements.</p>	

Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

Table 4.5: Site assessment for Site D

SEA Theme **Commentary, Site D: Land off the Beeches**



Biodiversity and Geodiversity As this site does not overlap with any international or national biodiversity and geodiversity designations (nor are there any within 3km of this location), there is no overlap with SSSI IRZs for the types of development that could potentially be taken forward through the neighbourhood plan (i.e., residential, rural residential and rural non-residential).

It is important to note the Rutland Water Ramsar designation and Special Protection Area designation are approximately 4.8km north from this site. Whilst it is unlikely development at this site itself would impact on the biodiversity and geodiversity of the designations, it is recognised Rutland Water has a recreational value and as such, a potential increase in development could increase recreational pressure and impacts on the natural environment.

This site does not form part of a BAP Priority Habitat, nor is it in proximity to one (the nearest being an area of deciduous woodland approximately 800m south of the site). As such, an allocation for development at this site is not expected to impact important habitats in the neighbourhood area. It is noted that the site is approximately 500m from a local wildlife site (Ayston stream hedge).

Aerial imagery indicates there are a variety of trees and hedgerows located along the site boundaries, and a wooded area adjacent to the western site boundary. These features should be retained and enhanced (where appropriate) within new development areas, alongside the delivery of net gains.

Neutral effects are therefore concluded pre-mitigation, given the lack of international and national designations and the presence of boundary vegetation.

SEA Theme **Commentary, Site D: Land off the Beeches**

Climate Change Development of this site will lead to inevitable increases in greenhouse gas emissions from a growth in the built footprint of Uppingham and an intensification of use at this location. However, as Uppingham offers a good variety of local services and facilities, including a surgery, primary and secondary education centres, small businesses and a food store, residents are unlikely to need to travel for day-to-day needs, which will reduce CO₂ emissions originating from the area. Whilst this site is better related to the town centre than other sites, there is currently no access – and as such, sustainable and active transportation opportunities are unknown.

The whole site is considered to be within Flood Zone 1, with no risk of surface water flooding on the site or in proximity to it.

Uncertain effects are therefore concluded pre-mitigation – this is due to the range of the services and facilities provided by Uppingham Town and the low risk of flooding, and the uncertainty around sustainable and active transportation opportunities.



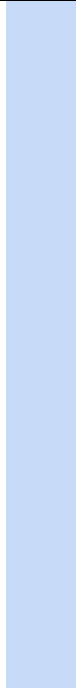
Community Wellbeing This greenfield site is a moderate size – and an allocation here would likely contribute positively towards local housing needs. However, as it currently stands, the site is currently not well located in terms of its relation to the town centre; though it is adjacent to the settlement boundary and adjacent to existing residential development to the west, there is currently no access to and from the site. Access would need to be established through a neighbouring field in order to connect to the road network, reducing the viability of the site. However, it is recognised that the neighbouring field is an available SHELAA site. In this respect, access to this site from the road network might be possible during the plan period, although this is dependent on development coming forward within the neighbouring field. There is the potential for access to come from the road network to the west of the site – though as this is a cul-de-sac it is less suited to accommodate the frequent vehicle se that would come forward if access was established here.

Uppingham is well served by community infrastructure, offering multiple primary schools and a secondary school, a surgery, various sports clubs, a variety of hotels, multiple small businesses and restaurant and cafes, as well as playgrounds, allotments, a skatepark and the Co-op food store. Given this, an allocation at this site would be able to meet the needs of new residents through the existing infrastructure once the issue of access has been resolved (furthermore, it is expected that contributions from developments will be sought for community infrastructure enhancements).

An allocation at this site would not result in the loss of public open space.

Overall, **uncertain** effects are concluded pre-mitigation for this site given that it is currently not well located in relation to existing facilities and services. It is noted this has the potential to be remedied through resolving the issue of access (although this is dependent on the adjacent field being brought forward for development during the plan period).

SEA Theme **Commentary, Site D: Land off the Beeches**

<p>Historic Environment</p>	<p>There are no listed buildings within proximity to the site that would be impacted by an allocation here; nor are there any nationally designated heritage assets within proximity to this site. The site is located approximately 350m north east of the Uppingham Conservation Area. Despite this proximity, existing development in the neighbourhood area screens this site from the Uppingham Conservation Area. Furthermore, the local HER indicates there are no local historic environment features within the site boundaries.</p> <p>Overall, neutral effects are concluded pre-mitigation for this site given its proximity to the Uppingham Conservation Area and its relative screening.</p>	
<p>Land, Soil and Water Resources</p>	<p>Development at this site would result in the loss of greenfield land, which is currently in agricultural use according to aerial imagery. As such, development here has the potential to take land out of use that is Grade 2 'Very Good' agricultural land with a high likelihood of being BMV land. Whilst the development of this site would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to meet the emerging housing numbers via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. The site does not experience any overlap with mineral safeguarding areas.</p> <p>Whilst there are no watercourses within the site perimeter or in proximity to the site boundaries, the site does fall within the Surface Water S832 – River Welland NVZ and the Safeguard Zone (Surface Water) SWGZ1005.</p> <p>Negative effects are concluded for this site pre-mitigation given the loss of greenfield and high-quality land, which is in agricultural use and could be better suited for productive use, and for the potential to negatively impact on the NVZ and the safeguarding zone.</p>	
<p>Landscape and Townscape</p>	<p>The site is located adjacent to the settlement boundary for Uppingham Town towards the north east. Given the size of the proposed site, development of the whole site could lead to moderate changes in the size and character of the existing settlement. The site slopes to the east very gently, and development could be viewed from existing structures to west and east. Due to existing housing development to the west, and open / agricultural fields to the north, east and south, it is likely development here could impact on the rural / open feel of the landscape.</p> <p>The site is concluded to be indicative of the 'Uppingham Ridges and Valleys' landscape type. The site was assessed under section U2A in the Rutland County Council Landscape Sensitivity and Capacity Study 2010, through which it was concluded to have a moderate landscape sensitivity and a medium to high landscape capacity. Given this, development in this location is less likely to result in adverse impacts. However, landscape impacts are dependent on the design of schemes that are brought forward. Nonetheless, as the site is a large area of greenfield land, development of the whole site will significantly change its character.</p> <p>Overall, uncertain effects are concluded likely for this site pre-mitigation given the potential impacts on the landscape and existing Uppingham Town settlement, and the landscape sensitivity and capacity of the area.</p>	

SEA Theme **Commentary, Site D: Land off the Beeches**

Transportation At present, there is no access to and from this site as it is located away from the local road network and has no road links to existing development. Access would need to be established through a neighbouring field to connect to the road network. As the neighbouring field is an available SHELAA site, access to the road network from this site might be possible during the plan period, although this is dependent on development coming forward within the neighbouring field. This would allow the site to have access to the nearest train station (located approximately 10km north in Oakham) and bus services that run on Ayston Road.

Given it is the nearest road to the site, Ayston Road would be the main route in and out of Uppingham Town centre. The road has pavement access to facilitate safe active transportation methods (walking and cycling) into the centre of the settlement, and the road also links with the A47 and A6003 to the north, which allows for travel on the strategic road network to Oakham, Great Oakley, Leicester, and Peterborough.

Whilst there are no public rights of way within the site perimeter, there is a public footpath approximately 300m north west of the site which provides safe pedestrian access to the A6003 to the north and The Beeches to the south.

Given this, **negative** effects are concluded likely for this site pre-mitigation given its lack of transport opportunities at this current point in time.

Key	
Likely adverse effect (without mitigation measures)	Likely positive effect
Neutral/no effect	Uncertain effect

Table 4.6: Site E

SEA Theme Commentary, Site E: Land off Goldcrest and North of Firs Avenue



Biodiversity and Geodiversity

There is no overlap with international and national biodiversity and geodiversity designations at this site, nor are there any designations within 3km of this location. As such, an allocation here would not need to consult with Natural England as there is no overlap with SSSI IRZs for the types of development that are likely to come forward through the neighbourhood plan (i.e., residential, rural residential and rural non-residential).

The Rutland Water Ramsar and Special Protection Area designations are an important feature of the wider landscape and are located approximately 4.9km from this site. Development here is unlikely to directly impact on the biodiversity and geodiversity value of the designations, but could increase recreational pressure at these sites which in turn could impact on the natural environment.

In terms of local designations, there are no BAP Priority Habitats on the site that could be impacted by development – the nearest habitat being an area of woodpasture and parkland located approximately 510m north west of the site outside of the neighbourhood area. Given this distance, allocating this site for development is unlikely to impact on nearby important habitats. Additionally, there is a local wildlife site is approximately 265m of the site (Uppingham, Ash trees south of Leicester Road).

Aerial imagery indicates there are trees and hedgerows located along the site boundaries. Additionally, there are clusters of trees that form an ecological corridor along the northern and north western site boundaries. These features should be retained and enhanced (where appropriate) within new development areas, alongside the delivery of net gains.

Neutral effects are therefore concluded pre-mitigation, given the lack of international and national designations and the presence of boundary vegetation.

SEA Theme Commentary, Site E: Land off Goldcrest and North of Firs Avenue

Climate Change Development of this site will lead to inevitable increases in greenhouse gas emissions from a growth in the built footprint of Uppingham and an intensification of use at this location. However, as Uppingham offers a good variety of local services and facilities, including a surgery, primary and secondary education centres, small businesses and a food store, residents are unlikely to need to travel for day-to-day needs, which will reduce CO₂ emissions originating from the area. Whilst this site is located in good proximity to the health infrastructure in Uppingham, there is currently no access – and as such, sustainable and active transportation opportunities are unknown.

The whole site is within Fluvial Flood Zone 1, and as such it has a low probability of experiencing flooding. Additionally, the site does not experience any surface water flooding on or in proximity to it; it is considered to be at no risk of surface water flooding.

Uncertain effects are therefore concluded pre-mitigation – this is due to the range of the services and facilities provided by Uppingham Town and the low risk of flooding, and the uncertainty around sustainable and active transportation opportunities.

Community Wellbeing Given the size of this site, which is of a moderate size and is greenfield, an allocation of the whole site is likely to positively contribute towards local housing needs by providing a mix of types and tenures (including potential affordable homes). However, as it currently stands, the site is not well located in terms of its relation to the town centre. Whilst it is adjacent to existing residential development on its southern boundary, there is currently no access to and from the site. Access would need to be established through a neighbouring field in order to connect to the road network, reducing the viability of the site. However, it is recognised that the neighbouring field is an available SHELAA site. In this respect, access to this site from the road network might be possible during the plan period, although this is dependent on development coming forward within the neighbouring field.

Uppingham is well served by community infrastructure, offering multiple primary schools and a secondary school, a surgery, various sports clubs, a variety of hotels, multiple small businesses and restaurant and cafes, as well as playgrounds, allotments, a skatepark and the Co-op food store. Given this, an allocation at this site would be able to meet the needs of new residents through the existing infrastructure once the issue of access has been resolved (additionally, it is expected that contributions from developments will be sought for community infrastructure enhancements). It is noted that this site is within proximity to the Leicester Road allotments.

Furthermore, an allocation at this site would not result in the loss of public open space. Nor would it result in the loss of employment land. This would ensure community wellbeing is maintained by not developing important areas for recreation or work.

Overall, **uncertain** effects are concluded pre-mitigation for this site given that it is currently not well located in relation to existing facilities and services. It is noted this would be remedied through resolving the issue of access.

SEA Theme **Commentary, Site E: Land off Goldcrest and North of Firs Avenue**

Historic Environment

There are no listed buildings within proximity to the site that would be impacted by an allocation here; and whilst there is a scheduled monument approximately 1km west of the site (Castle Hill motte and bailey, Beaumont Chase), it is likely the site is screened from the designation due to existing development.

The site is located approximately 390m north west of the Uppingham Conservation Area and approximately 440m south of the Ayston Conservation Area. Despite this proximity, existing development in the neighbourhood area provides an element of screening of this site from the Uppingham Conservation Area. Additional screening may be required to reduce the visual impact on the Ayston Conservation Area given the open space between the site and the designation.

The local HER indicates there are no local historic environment features within the site boundaries – but there have been archaeological finds, including pottery and flint. It is recommended that a study is undertaken before development begins if this site is allocated to fully understand the historical significance of this site.

Overall, **uncertain** effects are concluded pre-mitigation for this site given its proximity to the Ayston Conservation Area.

Land, Soil and Water Resources

This site is a greenfield site currently in agricultural use. Given the site’s location within Grade 2 ‘Very Good’ agricultural land, and the high possibility of the site being BMV land, an allocation here would result in the loss of productive agricultural land. Whilst the development of this site would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to meet the emerging housing numbers via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. Similar to most of the available land surrounding Uppingham Town, the site does not overlap with a mineral safeguarding area.

This site does not experience an overlap with watercourses, nor is it in proximity to one, but is subject to the guidelines for the Surface Water S832 – River Welland NVZ and the Safeguard Zone (Surface Water) SWGZ1005.

Negative effects are concluded for this site pre-mitigation given the loss of greenfield and high-quality land in agricultural use, and for the potential to negatively impact on the NVZ and the safeguarding zone.

SEA Theme **Commentary, Site E: Land off Goldcrest and North of Firs Avenue**

Landscape and Townscape	<p>The site is located adjacent to the existing settlement of Uppingham Town to the north. Given the size of the site, development here could lead to moderate changes in the size and character of the existing settlement, especially given the site slopes to the north east and development could be viewed from existing structures to the south. The presence of the A47 to the north, Ayston Road to the east and Leicester Road to the south have created a ‘cut off’ surrounding landscape in which the site sits, which is the area that would be most susceptible to changes brought about by development at Site E.</p> <p>Additionally, the site is identified as being within the ‘Uppingham Ridges and Valleys’ landscape type. This site was assessed under U7B in the Rutland County Council Landscape Sensitivity and Capacity Study 2010, through which it was concluded the site has a moderate landscape sensitivity and a medium landscape capacity. As such, an allocation here could result in adverse impacts on the surrounding landscape, as the site is located in an already sensitive area and does not have the best capacity for change.</p> <p>Overall, negative effects are concluded likely for this site pre-mitigation given the potential impacts on the landscape and existing Uppingham Town settlement, and the landscape sensitivity and capacity of the area.</p>	
Transportation	<p>At present, there is no access to and from this site as it is located away from the local road network and has no road links to existing development. Access would need to be established through a neighbouring field to connect to the road network. As the neighbouring field is an available SHELAA site, access to the road network from this site might be possible during the plan period, although this is dependent on development coming forward within the neighbouring field. This would allow the site to have access to the nearest train station (located approximately 10km north in Oakham) and bus services that run on Ayston Road.</p> <p>The nearest road to the site is Ayston Road (A6003), located to the east. This road has pavement access to facilitate safe active transportation methods (walking and cycling) into the centre of Uppingham Town and provides access to bus services. Ayston Road provides vehicular access to the A47 and A6003 to the north, which allows for travel on the strategic road network to Oakham, Great Oakley, Leicester, and Peterborough.</p> <p>There are no PRoW within the site perimeter, but there is a public footpath approximately 300m west of the site which provides safe pedestrian access to the settlement of Ayston outside of the neighbourhood area to the north.</p> <p>Given this, negative effects are concluded likely for this site pre-mitigation given its lack of transport opportunities at this current point in time.</p>	

Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

Summary of appraisal findings

Table 4.7: Summary of SEA site appraisal findings

Site	Biodiversity and Geodiversity	Climate Change	Community Wellbeing	Historic Env.	Land, Soil and Water Resources	Landscape and Townscape	Transport
Site A	Yellow	Yellow	Green	Blue	Red	Red	Green
Site B	Yellow	Yellow	Green	Blue	Red	Red	Green
Site C	Yellow	Yellow	Green	Yellow	Red	Blue	Green
Site D	Yellow	Blue	Blue	Yellow	Red	Blue	Red
Site E	Yellow	Blue	Blue	Blue	Red	Red	Red
Key							
Likely adverse effect (without mitigation measures)				Red	Likely positive effect		Green
Neutral/no effect				Yellow	Uncertain effect		Blue

4.19 As discussed above within the SEA site appraisal findings, the key constraints to development for all available site options are linked to the ‘Landscape’ SEA theme, and the ‘Land, Soil, and Water Resources’ SEA theme. This is primarily linked to the sites comprising of greenfield land surrounding the town, and the proximity (and in some places, overlap) of sections of the sites with areas of ‘high’ landscape sensitivity and ‘low’ capacity for change. It is also recognised that there are constraints relating to the ‘Transportation’ SEA theme with respect to Site D and Site E, as these sites do not currently connect to the existing road network.

4.20 Whilst there are possible constraints to development with respect to the ‘Historic Environment’ SEA theme, none of the sites directly overlap any designated heritage assets or areas. Nonetheless, the SEA recommends that if the sites are taken forward as allocations, each is accompanied by a proportionate heritage assessment at the planning application stage to determine the potential impacts of the proposal to the historic environment. This is further discussed within the plan appraisal presented in **Chapter 5** of this Environmental Report.

Appraisal of options for the level of growth within the neighbourhood area

4.21 The ‘Housing Requirement Past Development Rates’ evidence base document (accompany the UNP at Regulation 14 consultation) outlines that Uppingham has experienced an under-delivery of housing in recent years. Specifically, *“over the period 2006 to 2021, approximately 60% of all dwellings were completed in Oakham and Uppingham, which was below the Core Strategy DPD’s Spatial Strategy and Settlement Hierarchy target of 70%”*. This conclusion is also reflected in Rutland County Council’s Issues and Options consultation document (June 2022)⁴⁴ for the new Rutland Land Plan.

⁴⁴ Rutland County Council (2022): ‘Issues and Options Consultation Document’, [online] available to access [here](#)

4.22 Additionally, in the absence of a five-year housing land supply in Rutland, there is appropriate justification for taking forward higher levels of growth within the neighbourhood area to provide certainty as to the future location of development.

4.23 In the context of the above, the SEA has considered the relative sustainability merits associated with the following options:

- **Option A:** Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)
- **Option B:** Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

4.24 The appraisal considers the relative sustainability merits of each option. Findings are presented as a commentary on effects. To support the appraisal findings, the options have been ranked in terms of their sustainability performance against the relevant SEA theme (with ‘1’ the most favourable option and ‘2’ the least favourable option). It is anticipated that this will provide the reader with a likely indication of the relative performance of the four options in relation to each theme considered. The appraisal findings are presented below in **Table 4.8**.

Table 4.8: Appraisal findings

Option A: Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)

Option B: Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

Discussion of potential effects and relative merits of options (for each SEA theme)	Rank of preference	
	A	B
<p>Biodiversity and Geodiversity</p> <p>There are no internationally or nationally designated sites directly within the neighbourhood area. In the wider context, Rutland Water (which is designated as a Ramsar Site and SPA) is located approximately 5km to the north of the neighbourhood area. Whilst there are potential impact pathways associated with recreational pressure, third-party activities, and changes to water quantity (level, flow, and quality) associated with the available site options, the Habitats Regulations Assessment (HRA)⁴⁵ for the UNP concludes that no adverse impacts to the integrity of internationally designated sites are expected as a result of the policies and proposals within the UNP. This includes with respect to delivering potentially higher levels of growth through Option B (if taken forward as the preferred approach within the UNP). Nonetheless, consultation with Natural England may be required to determine whether the applications will have any significant impacts to the integrity of these sites.</p> <p>Both options have the potential to enhance ecological networks through new development areas, providing proposals are designed to deliver measurable, proportionate, and appropriate biodiversity net gains in line with national and local policy. However, delivering higher levels of growth on the sites (through Option B) may result in less available space to incorporate green infrastructure enhancements at a scale which can positively contribute to local networks, linking areas together and positively contributing to biodiversity objectives. Nonetheless, as the available site options within Uppingham have a low ecological value at present (i.e., no</p>	=1	=1

⁴⁵ AECOM (November 2022): ‘HRA for the Uppingham Neighbourhood Plan’, report prepared on behalf of the Steering Group, contributing to the evidence base for the Uppingham Neighbourhood Plan.

Option A: Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)

Option B: Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

Discussion of potential effects and relative merits of options (for each SEA theme)	Rank of preference	
	A	B
overlap with protected sites or BAP habitats), impacts relating to this SEA theme are likely to be similar with respect to both options.		
<p>Climate Change</p> <p>In terms of climate change mitigation, road transport is a significant contribution to emissions within Rutland. Therefore, development within proximity to Uppingham town (i.e., locations within Rutland with the greatest variety of services and facilities) will, to an extent, help limit greenhouse gas emissions from transport through encouraging new development in locations with proximity to the key amenities and public transport networks. As Option B will deliver a higher percentage of new homes within proximity to a sustainable location in terms of accessibility to services and facilities and connectivity to public transport networks, this may reduce the potential burden on less-sustainable settlements in Rutland with respect to housing delivery (and associated greenhouse gas emissions).</p> <p>In relation to adapting to the effects of climate change, the neighbourhood area is mostly located within Flood Zone 1 which represents areas of England which have a low fluvial flood risk potential. Given that the available site options are within Flood Zone 1, fluvial flood risk is unlikely to comprise a significant constraint to development through either option. It is also considered that the provisions of the NPPF and local policy (including relating to the sequential / exception test) will help guide development away from potential flood risk areas and ensure that appropriate mitigation measures are implemented.</p> <p>As the available site options are areas of greenfield land, Option B (through delivering higher levels of growth) has the potential to increase the total extent of the built-up areas within the site boundaries and potentially increase the surface water flood risks to surrounding locations. Nonetheless, it is anticipated that surface water flood risk issues could largely be contained to all sites via the use of appropriate drainage systems which would minimise the risk of surface water run-off to surrounding areas.</p>	2	1
<p>Community Wellbeing</p> <p>Accessibility to amenities is a key determinant of residents' quality of life. With regards to community infrastructure, Uppingham town is generally well served by local service offer and is defined as a 'small town' within the settlement hierarchy (i.e., one of the most sustainable settlements within Rutland, alongside the 'main town' of Oakham). In this respect, facilitating higher levels of growth through Option B will deliver a greater proportion of new homes within proximity to a sustainable location in terms of accessibility to services and facilities and connectivity to public transport networks.</p> <p>In terms of the delivery of housing, higher growth facilitated through Option B has the most potential to deliver a wider range of homes to meet local needs. Option B also provides further potential to deliver additional community provision through developer contributions. However, it is recognised that proposals for larger sites (as proposed through both options, in recognition of the relatively large size of the available site options) have the potential to generate developer contributions which could provide additional (or expand the existing) services and facilities, positively contributing to community vitality and wellbeing.</p>	2	1
<p>Historic Environment</p> <p>With respect to historic environment constraints, none of the available site options within the neighbourhood area either contain or are adjacent to any designated heritage assets or areas. In this respect, neither option would directly impact any nationally or locally protected heritage assets or areas. However, it is recognised</p>	?	?

Option A: Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)

Option B: Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

Discussion of potential effects and relative merits of options (for each SEA theme)	Rank of preference	
	A	B
<p>that the greatest concentration of heritage assets and areas within the neighbourhood area are within Uppingham town. In this respect, potential indirect impacts to the historic environment are possible through both options as the available site options are adjacent to (or within proximity to) the town. Consultation with Historic England is therefore encouraged to ensure that development proposals seek to implement sensitive design techniques which respect and enhance the setting of heritage assets and areas.</p> <p>Whilst delivering higher levels of growth through Option B may increase the potential for adverse effects to the setting of nearby heritage designations, it is acknowledged that additional factors often have an influence over potential effects (i.e., the location of development within the site boundary, important viewpoints which contribute to the significance of the heritage asset or area, open spaces which may contribute to the wider setting of the heritage asset or area). Overall, potential effects to the historic environment area uncertain for both options, as they are dependent on the design and location of new development areas.</p>		
<p>Land, Soil, and Water Resources</p> <p>Regarding the location of the best and most versatile (BMV) land for agricultural purposes, a detailed agricultural land classification (ALC) assessment has not been undertaken within the neighbourhood area. The provisional ALC dataset provided by Natural England indicates that the undeveloped areas surrounding Uppingham town have a moderate to high likelihood of being best and most versatile land for agricultural purposes. As all the available site options within Uppingham comprise areas of greenfield land, both options have the potential to result in the permanent loss of productive agricultural land which cannot be mitigated.</p> <p>Whilst the development of greenfield sites (as proposed through both options) would not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to deliver housing via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. It is also acknowledged that whilst the available site options are greenfield, they are all located adjacent to (or within proximity to) the existing built-up area of Uppingham town. In this regard, delivering higher levels of growth through Option B will facilitate a greater proportion of new homes within proximity to the town, potentially reducing longer-term pressures to find additional sites for housing which may not benefit from such proximity to the town. Nonetheless, delivering higher levels of growth through Option B is likely to result in a greater loss of greenfield land (due to the likelihood of more land take requirements to accommodate additional homes).</p> <p>With respect to water resources, none of the available site options are within proximity to any watercourses (including the Uppingham Brook, which is the primary watercourse passing through the neighbourhood area). Impacts to water resources associated with both options are likely to be negligible. Nonetheless, development proposals should be encouraged to retain and enhance natural features through the design of schemes. This will help support the capacity of the landscape and townscape to regulate soil and water quality.</p>	1	2
<p>Landscape and Townscape</p> <p>The neighbourhood area is not within or within proximity to a National Park, Area of Outstanding Natural Beauty (AONB) or any Green Belt land. In this context, neither option would adversely impact the integrity of any nationally protected landscapes. At the local level, landscape and townscape character plays an important part in understanding the relationship between people and place, identifying recognisable and distinct patterns which make one area different from another. Landscape and</p>	1	2

Option A: Deliver growth in line with the existing housing requirements for the neighbourhood area (i.e., 360 homes)

Option B: Deliver higher levels of growth within the neighbourhood area (i.e., up to 510 homes based on the capacities of the available site options)

Discussion of potential effects and relative merits of options (for each SEA theme)	Rank of preference	
	A	B
<p>townscape character can assist in the assessment of the likely significance of effects of change resulting from new development areas, both in visual and amenity terms. The results of the Landscape Sensitivity and Capacity Assessment indicate that all of the available site options have a 'medium' to 'high' landscape sensitivity. In this respect, adverse impacts to landscape and townscape character are perhaps more likely with respect to delivering higher levels of growth through Option B. Nonetheless, it is important to recognise that some of the available site options also have a 'medium' to 'high' landscape capacity and may have a greater resilience to higher levels of growth.</p> <p>It is important to note that proposals for larger development areas (as proposed through both options) have the potential to positively contribute to wider landscape objectives through sensitive design. For example, delivering net gains in biodiversity and green infrastructure enhancements have the potential to help conserve and enhance landscape and townscape character, including its special qualities and sense of place. For example, enhanced habitats (trees, hedgerows, grass, shrub, etc.) can form important parts of the landscape, and also provide a role in landscape buffering and planting, providing screening to restrict undesirable views. They can also play a role in contributing towards local distinctiveness and a sense of place. However, delivering higher levels of growth on the sites (through Option B) may result in less available space to incorporate enhancements at a scale which can positively contribute to wider landscape objectives.</p>		
<p>Transportation</p> <p>With reference to local public transport networks, the neighbourhood area is not connected to the rail network. However, multiple bus services run through Uppingham town and provide access to neighbouring settlements (including Oakham, which provides access to the rail network). Uppingham also contains several public rights of way that provide opportunities for active travel.</p> <p>Whilst delivering higher levels of growth through Option B has the potential to increase local traffic and congestion issues within Uppingham town (including along key routes such as the A6003), facilitating higher levels of growth through Option B will deliver a greater proportion of new homes within proximity to a sustainable location in terms of accessibility and connectivity to local public transport networks and active travel options. This has the potential to reduce the dependence on private vehicles for undertaking some day-to-day activities within the neighbourhood area.</p>	2	1

Developing the preferred approach

Preferred approach in light of the appraisal findings

4.25 The preferred approach been informed by the findings of the site assessments undertaken for the UNP, community consultation events, and the SEA findings presented above. Specifically, the Regulation 14 version of the UNP seeks to deliver higher levels of growth (up to 510 dwellings) across the available site options within the neighbourhood area, delivering much needed housing (including a mix of types and tenures) to meet local requirements. In addition, it is also important to note that further supply on top of the proposed numbers is expected to come from policy compliant applications (“windfalls”) being granted over the plan period.

Choice of sites taken forward as allocations within the UNP

4.26 To deliver up to 510 dwellings in the neighbourhood area, the Neighbourhood Plan allocates all five available site options. Specifically:

- Policy UHA-1: Leicester Road (in front of Cricket Club), for 125 homes.
- Policy UHA-2: Land off Ayston Road, for 40 homes.
- Policy UHA-4: Uppingham Gate, Ayston Road, for 65 homes.
- Policy UHA-5: Land off the Beeches, for 60 homes.
- Policy UHA-6: Land off Goldcrest and North of Firs Avenue, for 60 homes.

4.27 The UNP also supports the application for 163 homes on 'Land North of Leicester Road' (see Policy UHA-3 within the UNP); decision pending subject to the completion of a Section 106 agreement.

4.28 The Town Council have taken a collaborative approach to engaging with developers for all five available site options. In this respect, the Town Council are keen to ensure that high-quality design is delivered through new development areas which meets local needs (in terms of housing types, tenures, and affordability) and addresses the key constraints to development (as identified through the site assessment work completed to date and SEA findings presented above). This is further discussed in the appraisal of Neighbourhood Plan policies below (**Chapter 5** in this Environmental Report).

5. Appraisal of the Regulation 14 version of the Uppingham Neighbourhood Plan

Introduction

5.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the current Regulation 14 version of the Uppingham Neighbourhood Plan. This chapter presents:

- An appraisal of the current version of the Uppingham Neighbourhood Plan under the SEA theme headings; and
- The overall conclusions at this current stage and recommendations for finalising the Regulation 14 version of the plan.

Uppingham Neighbourhood Plan policies

5.2 To support the implementation of the vision statement for the Uppingham Neighbourhood Plan, the Regulation 14 version of the plan puts forward 37 policies to guide development in the neighbourhood area. Policies are listed below in **Table 5.1**.

Table 5.1: Uppingham Neighbourhood Plan policies

Policy Number	Policy Name
GP1	General principles for sustainable development
Housing policies	
H1	Overall housing numbers and densities
H2	The provision of infrastructure associated with new housing
H3	The timing of development
H4	Proposed site allocations to meet the indicative dwelling requirement
U-HA1	Site Allocation land off Leicester Road (in front of Cricket Club)
U-HA2	Site Allocation at land off Ayston Road
U-HA3	Site Allocation for land off Leicester Road (North)
U-HA4	Site Allocation for land at Uppingham Gate (Part of mixed-use development)
U-HA5	Site allocation for land to East of The Beeches
U-HA6	Site Allocation for land off Goldcrest / Firs Avenue
Other housing policies	
OH1	Affordable housing
OH2	Meeting local needs and providing flexibility
OH3	Self-build and custom housebuilding
OH4	Infill housing

Policy Number	Policy Name
OH5	Design and access standards
Protecting the character and heritage of the town	
C&H1	Central Conservation Area
C&H2	Other designated heritage assets, including Listed Buildings, Important Open Spaces & Frontages and archaeological sites
The town centre and other retail development	
TC1	Primary Retail Frontages
TC2	Protecting and enhancing the role of Uppingham Market Place
TC3	Enabling innovation and investment in the town centre
OR1	Preferred locations for larger convenience stores
Business and employment	
BE1	Employment Land and Mixed Use – Uppingham Gate
BE2	Commercial and community development junction of A47 and Ayston Road
BE3	Station Road Industrial Estate
BE4	The Welland Vale Business Zone
BE5	Information technology and communications
BE6	Proposed tourism development
Transport and active travel	
TR1	Providing the scope for new / improved road connections
TR2	Providing safer walking and cycling and public transport
TR3	Town centre car parking
TR4	Improved facilities for public transport and coaches
Community facilities and services	
CF1	Community facilities & local services
CF2	Investment in new and improved community facilities and services
CF3	Potential new crematorium
Open spaces and environment	
OS1	Protect and enhance existing open spaces
OS2	Open space provision within new housing developments

Approach to this appraisal

5.3 For each SEA theme, 'significant effects' of the Regulation 14 version of the Uppingham Neighbourhood Plan on the baseline are predicted and evaluated. Account is taken of the criteria presented within Schedule 2 of the Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. These effect 'characteristics' will be described within the assessment, as appropriate.

- 5.4 Every effort is made to identify / evaluate effects accurately; however, this is inherently challenging given the high-level nature of the Uppingham Neighbourhood Plan. The ability to predict effects accurately is also limited by understanding of the baseline and the nature of future planning applications. Because of the uncertainties involved, there is a need to exercise caution when identifying and evaluating significant effects to ensure all assumptions are explained. In many instances it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.
- 5.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. These effect 'characteristics' are described within the assessment as appropriate.

Biodiversity and Geodiversity

- 5.6 There are no designated biodiversity or geodiversity sites within the neighbourhood area; however, Rutland Water is located within 5 km of the neighbourhood boundary to the north. Development in the neighbourhood area could lead to an increase in pressure at this Ramsar and SPA site due to an increase in its popularity as a recreational area. The neighbourhood area does not overlap with SSSI IRZs for the development likely to be brought forward apart from in the south-west corner; however, all allocated sites are located away from these IRZs (all are in the northern part of Uppingham) and as such will not be subject to consultation with Natural England. Additionally, there are BAP Priority Habitats within the neighbourhood area – namely lowland heathland and deciduous woodland, however these do not overlap with the proposed site allocations. As such, there are no locally important habitats or environments overlapping with any of the sites – though it is noted all sites have hedgerows and trees on their boundaries that will contribute to the local biodiversity network.
- 5.7 The Regulation 14 version of the Uppingham Neighbourhood Plan is accompanied by a Habitats Regulations Assessment (HRA)⁴⁶ which has considered in detail the potential impact pathways between the proposed site allocations and internationally designated sites (specifically, Rutland Water Ramsar and SPA). Whilst there are potential impact pathways associated with recreational pressure, third-party activities, and changes to water quantity (level, flow, and quality), the HRA concludes that no adverse impacts to the integrity of internationally designated sites are expected as a result of the policies and proposals within the UNP.
- 5.8 Certain site allocation policies within the Uppingham Neighbourhood Plan include stipulations to enhance biodiversity and geodiversity through development. U-HA1: Site Allocation land off Leicester Road (in front of Cricket Club), U-HA2: Site Allocation at land off Ayston Road and U-HA3: Site Allocation for land off Leicester Road (North) all indicate open space and landscaping must be included in the development proposals, with the latter two incorporating enhanced tree planting and landscaping. This will help to ensure the layout of new housing is considerate of the local natural environment and

⁴⁶ AECOM (November 2022): 'HRA for the Uppingham Neighbourhood Plan', report prepared on behalf of the Steering Group, contributing to the evidence base for the Uppingham Neighbourhood Plan.

incorporate features, like open spaces and additional trees, to create refuge areas which allow for easier biodiversity movement through the site to other parts of the neighbourhood area.

- 5.9 The wider Uppingham neighbourhood plan policies work to enhance biodiversity and geodiversity in the plan area. Policy OH5: Design and access standards indicates proposals for new housing development will need to incorporate existing features into the development design, and that opportunities to engage in and contribute to nature conservation and biodiversity enhancements should be taken where possible. Additionally, policy BE1: Employment Land and Mixed Use – Uppingham Gate indicates landscaping will need to enhance and extend the existing hedges, trees, verges and ditches. Furthermore, policy CF3: Potential new crematorium indicates that open areas, landscaping, hedges and woodlands will be incorporated to maximise habitat creation whilst also creating a peaceful feel for the site. These policies will enhance the biodiversity and geodiversity value of the area through habitat creation and ecological network maintenance and enhancement. This links to policies OS1: Protect and enhance existing open spaces and OS2: Open space provision within new housing developments, which work to protect existing open spaces and create new ones, which will help create refuge areas and contribute to the green network of Uppingham, allowing for easier biodiversity movement.
- 5.10 In conclusion, three of the housing site allocation policies make stipulations for biodiversity and geodiversity that development proposals will need to consider. This will maintain and enhance biodiversity and geodiversity value on these sites. Whilst the remaining three site-specific policies for the allocations in the Neighbourhood Plan do not necessarily contain specific requirements for biodiversity, it is expected that the wider plan policies will ensure that high-quality design is delivered which appropriately considers and respects the natural environment. This includes through protecting and enhancing new open spaces to the green infrastructure network.

Climate Change

- 5.11 Rutland County Council have declared a climate crisis; as such, the Uppingham Neighbourhood Plan should encourage design features that help the area to mitigate and adapt to climate change and increase the resilience of the neighbourhood area and its community. The industry and commercial sector is the biggest contributor to carbon dioxide emissions in Rutland, but the transport sector had been steadily increasing in the period 2005-2018. Opportunities to explore mitigation and adaptation techniques for transport, including electric vehicle charging provision and the enhancement of public transport, would be beneficial to cutting carbon emissions in the neighbourhood area. In terms of flood risk, the neighbourhood area is mostly within Flood Zone 1, with areas of Flood Zone 3 concentrated alongside the waterbodies that pass through the area. Additionally, there are areas at risk of surface water flooding which could benefit from drainage and flood mitigation.
- 5.12 All the proposed sites are located adjacent to the settlement boundary and built-up area of Uppingham, and four of the six have access to the strategic road network and associated pedestrian, cycling and sustainable transport

opportunities. By having the opportunity to engage in active and sustainable transport options, CO₂ emissions resulting from travel will decrease.

- 5.13 Further contributing to climate change mitigation efforts, Policy GP1: General principles for sustainable development indicates all development proposals will need to provide for sustainable and active transportation modes (walking and cycling), and efforts are taken to include electric vehicle charging provisions and to reduce carbon dioxide emissions through design and construction, thus reducing Uppingham's contribution to climate change. This will reduce the impact of carbon emissions development will have. Electric charging provision is also included in policies BE3: Station Road Industrial Estate and TR3: Town centre car parking; the former policy also outlines the requirement for surface water drainage improvements. Again, the electric vehicle charging provision will lower Uppingham's contribution to climate change by reducing the amount of carbon emissions linked to transport.
- 5.14 With respect to adapting to the impacts of climate change, all sites are concluded to be in Fluvial Flood Zone 1 and all have a low risk of surface water flooding; however three of the allocated sites (U-HA1: Site allocation land off Leicester Road (in front of Cricket Club), U-HA2: Site Allocation at land off Ayston Road; and U-HA4: site allocation for land at Uppingham Gate (Part of mixed-use development)) have distinct areas of surface water flood risk within the site boundaries. These site allocation policies do not make provision for flood mitigation; though it is anticipated that the localised surface water issues within the site boundaries could be appropriately addressed through the design of new development areas, specifically through the application of sustainable drainage (as mentioned in policy H2: The provision of infrastructure associated with new housing). Additionally, site allocation policies U-HA2 and U-HA3 indicate there will be enhanced tree planting and the retention of existing vegetation - this will help to safeguard natural features in the landscape which is helpful from a climate change adaptation perspective. Additionally, all sites will be subject to policy OH5: Design and access standards, which stipulates development will retain and incorporate on-site features like trees and hedgerows (and promote nature conservation and biodiversity features). Again, this will promote the safeguarding of natural features for the benefit of climate change adaptation perspective.

Community Wellbeing

- 5.15 The neighbourhood area has a large proportion of working age residents; the services, facilities and amenities serve this working population well and contribute to the wellbeing of younger and older demographics, which includes the green infrastructure network. The neighbourhood area does not experience high levels of deprivation, but some stress is experienced – especially around income domains, the living environment, employment, and education. It will be important for housing development to be adaptable to accommodate flexible working practices.
- 5.16 To deliver the housing target of 510 dwellings within Uppingham, the Uppingham Neighbourhood Plan allocates six sites for development (see policy H4 and site allocation policies U-HA1, U-HA2, U-HA3, U-HA4, U-HA5 and U-HA6). The choice of site allocations has been informed by site assessment findings undertaken by the group and community consultation. It is noted that

the site allocated under policy U-HA3 has a housing development application in place already for up to 163 homes (ref: [2019/0524/OUT](#)). All the sites are located adjacent or in proximity to the existing Uppingham Town settlement boundary, and four of the six sites are readily available to connect to the existing public rights of way and sustainable transport network, allowing for access to key local services and facilities.

- 5.17 The wider Uppingham Neighbourhood Plan policies also work to enhance community wellbeing. Policy GP1: General principles for sustainable development indicates all development proposals will not impact the amenity for nearby residents and respect the built and social assets. This links to policies CF1: Community facilities and local services and CF2: Investment in new and improved community facilities and services, which sets out the need to protect existing community facilities like the library, town hall and various churches, whilst also allowing for their improvement and extension. Investing in and protecting existing structures will enhance community wellbeing by ensuring important facilities are retained through the Uppingham Neighbourhood Plan. Additionally, policy OS1: Protect and enhance existing open spaces designates open spaces that will be protected for their recreational value – enhancing community wellbeing by safeguarding green spaces that play a key role in the community’s sense of identity and allow for interactions and recreational use.
- 5.18 Policy GP1: General principles for sustainable development also indicates the need for development to consider and include provision for walking and cycling. This is reiterated in policy OH5: Design and access standards, which seeks to ensure streets and spaces are safe, easy to use and navigate and encourage people to walk and cycle. The transport specific policies also work to provide safer walking and cycling and public transport (policy TR2), as well as provide new road connections and improve existing ones (policy TR1) and provide improved parking in the town centre (policy TR3). A further policy works to improve sustainable transport infrastructure, such as bus stops, as well as integrate bus and coach services into the neighbourhood area (policy TR4). These policies will ensure active transportation opportunities taken advantage of to improve physical and mental health and wellbeing, whilst also improving the road network and sustainable transport options for those that rely on such services to move around Uppingham and the wider area.
- 5.19 The housing policies in combination work to improve community wellbeing by providing more houses for the local population and improving existing and providing additional community infrastructure such as open spaces, additional education and health facilities and inclusive IT provisions (policy H2). This enhances community wellbeing by creating a bigger, more inclusive community that is well served by local services and facilities. The other housing policies in combination with one another also improve community wellbeing by providing affordable housing that meets identified local needs such as house size (policies OH1 and OH2) and setting out design and access standards (policy OH5) as well as the needs for infill housing (policy OH4) and self-build housing (policy OH3) – all of which will make the development more attractive in the eyes of the community.
- 5.20 The town centre and other retail development policies work to protect the existing retail infrastructure (policies TC1 and TC2) whilst allowing for

investments and improvement to the town centre which will allow it to continue to provide for the neighbourhood area (policy TC3). This enhances community wellbeing by protecting and investing in retail opportunities already in the town centre, whilst also promoting the town centre for further business. The business and employment policies outline new employment opportunities and business start-up possibilities, which will bring forward positive effects in the neighbourhood area due to a diversification of business types and increase employment levels.

- 5.21 In conclusion, the site allocation policies will enhance community wellbeing in Uppingham by providing more houses for the local population, paying attention to the community's aspirations and views for a wide housing mix and a proportion of affordable housing. The wider Uppingham Neighbourhood Plan policies also work to improve community wellbeing in the neighbourhood area through incorporating appropriate design into development proposals, improving existing and providing new retail spaces and providing increased employment opportunities.

Historic Environment

- 5.22 Within the neighbourhood area there are a variety of designated historic environment features, which future development will need to be considerate of through design and construction processes. It is important to ensure development avoids, or minimises, impacts upon the historic environment, and pursues opportunities to enhance it and any specific historic environment assets, especially for the features that contribute to the Uppingham Conservation Area, which currently does not have a management plan in place. This includes the setting of historic assets, which can include elements of the public realm and green infrastructure.
- 5.23 The site allocation policies do not make specific provisions for the historic environment, given that they are located at a relative distance and benefit from an element of visual screening from the Uppingham Conservation Area and nationally designated assets in the neighbourhood area. However, it is noted that the site allocation under U-HA1 (Site Allocation land off Leicester Road (in front of Cricket Club) could impact on the visual interpretation of a scheduled monument given the distance from the designation and the open character of the land between it and the site. Furthermore, the site allocations in proximity to the A47 (sites allocated under policies U-HA2: Site Allocation at land off Ayston Road, U-HA4: Site Allocation for land at Uppingham Gate (Part of mixed-use development) and U-HA6: Site Allocation for land off Goldcrest / Firs Avenue) could potentially to impact on the visual setting of the Ayston Conservation Area outside of the neighbourhood area to the north. Visual impacts on the designation would be minimal given the distance from the sites, the separation caused by the road, and wider Uppingham Neighbourhood Plan policies (specifically OH5: Design and access standards) which seek to encourage high quality design.
- 5.24 Policies U-HA1, U-HA2 (Site Allocation at land off Ayston Road), U-HA3 (Site Allocation for land off Leicester Road (North)) and U-HA6 (Site Allocation for land off Goldcrest / Firs Avenue) have local HER features within their site perimeters. These records should be assessed prior to development in order to understand their significance and their contribution to the local historic

environment. Policies U-HA1: Site Allocation land off Leicester Road (in front of Cricket Club), U-HA2: Site Allocation at land off Ayston Road and U-HA3: Site Allocation for land off Leicester Road (North) outlines the need for proposals to adopt high quality design, materials, open space and landscaping. These stipulations will help to minimise impacts to and potentially enhance the setting of the local historic environment at these sites.

- 5.25 Reflecting the potential heritage sensitivities associated with the site allocations in the UNP, **the SEA recommends** that each site allocation is accompanied by a proportionate heritage assessment at the planning application stage to determine the potential impacts of the proposal to the historic environment. Alongside the policy provisions stated above, this will help to assuage any concerns from Historic England with respect to the site allocations.
- 5.26 The wider Uppingham Neighbourhood Plan policies also work to enhance the historic environment of the area. Policy GP1: General principles for sustainable development indicates all development proposals will need to demonstrate they have considered the setting and character of the local area (which could include nearby historic environment assets) and will respect the local historic and natural heritage assets in proximity to any proposed sites. This is linked to policy TC2: Protecting and enhancing the role of Uppingham Market Place, which indicates proposals to enhance this feature will be supported where they will not cause adverse negative impacts on the heritage of the site. Policy OH4: Infill Housing indicates housing infill sites will need to demonstrate they are appropriate to the surroundings and consider the potential impact on any historic environment features in the vicinity. The policies protecting the character and heritage of the town (C&H1: Central Conservation Area; and C&H2: Other designated heritage assets, including Listed Buildings, Important Open Spaces & Frontages and archaeological sites) outline proposals affecting historic environment features, including designated heritage assets, archaeological sites or sites of archaeological potential, and the Central Conservation Area, will be supported where no adverse impacts will occur, mitigation strategies are used to ensure the understanding of assets is not compromised, and there is a complimentary development design.
- 5.27 In conclusion, the site allocation policies do not make specific stipulations for the historic environment. This is understandable given the historic environment assets in Uppingham are at a relative distance from the sites; however, four of the sites do have local HER features within the site boundaries which should be documented and assessed before development to ensure important features and contributors to the local historic environment are not damaged or lost. Additionally, three of the allocated sites could have visual impacts to and from the Ayston Conservation Area to the north. Some of the site allocation policies have the potential to enhance the historic environment by improving the setting of the local historic landscape assets through landscaping and high-quality design. The wider Uppingham Neighbourhood Plan policies also work to protect and enhance historic environment features through assessments and allowing only appropriate development, and work to ensure development that comes forward respects the historic character of the area.

Land, Soil, and Water Resources

- 5.28 Provisional mapping indicates the majority of undeveloped land within the neighbourhood area has a moderate likelihood of being best and most versatile land, especially to the north and south of Uppingham Town. As such, the sites are likely to have high potential of being high quality agricultural land. Uppingham overlaps with three waterbody catchment areas; all of which have a failed chemical status and two have a failed ecological status. Development will need to be considerate of the natural resources in the neighbourhood area and how it could impact land, soil and water resources and quality.
- 5.29 All the potential sites are on greenfield land, and most have the potential to be underlain by productive agricultural land. As such, new development at these locations will result in the permanent loss of agricultural land which cannot be mitigated. However, site allocation policies U-HA1: Site Allocation land off Leicester Road (in front of Cricket Club), U-HA2: Site Allocation at land off Ayston Road, and U-HA3: Site Allocation for land off Leicester Road (North) includes a stipulation to adopt open space and landscaping as part of the development. This will work to protect some areas of productive agricultural land on these sites, preventing a total loss of this resource.
- 5.30 The Uppingham Neighbourhood Plan has a focus on protecting the open countryside from inappropriate levels of development. For example, several policies also seek to protect key features of landscape and biodiversity interest and promote green space and open space. Key policies in this regard include policy OS1: Protect and enhance existing open spaces, policy OS2: Open space provision within new housing developments, and OH5: Design and access standards. While these policies do not specifically seek to address land, soil and water resources, the policies will indirectly help promote and protect these resources, by safeguarding the existing and promoting the enhancement of green spaces and networks in the neighbourhood area, and the protection and enhancement of key landscape and townscape features. This will help support the capacity of the landscape and townscape to regulate soil and water quality.
- 5.31 In conclusion, neither the site allocation policies or the wider Uppingham Neighbourhood Plan policies make stipulations for land, soil, and water resources. However, stipulations included in the policies will work to support the capacity of the landscape and townscape to regulate soil and water quality, for example through retaining important biodiversity features. Furthermore, it is recognised that the delivery of up to 510 new homes is a large level of growth, and there is limited availability brownfield availability. By choosing greenfield sites closer to the existing built-up area, the Uppingham Neighbourhood Plan minimises as best as possible the impacts to the open countryside and natural environment, which will help to safeguard land, soil and water resources. Nevertheless, the preferred approach will likely result in the permanent loss of agricultural land that cannot be mitigated.

Landscape and Townscape

- 5.32 The neighbourhood area overlaps with one National Character Area (NCA 93: High Leicestershire), one local landscape type (Ridges and Valleys) and two local sub-areas (Uppingham Ridges and Valleys; and Uppingham Plateau). It will be important for development to take the distinct features of these

landscape character areas into consideration during the design and construction phases, especially given most of the allocated sites are considered to have a high landscape sensitivity. Additional consideration should be given to changes in the built character of Uppingham Town and the visual amenity of the area.

5.33 In terms of key landscape constraints and how the site allocation policies address them:

- The site allocated under policy U-HA1 (Site A) is within proximity to the existing Uppingham Town settlement boundary. Given its size and the proposed growth level, development of the whole site could lead to major changes in the size and character of the existing settlement; especially given the site is higher in elevation and an area of open landscape backs onto the southern and western boundaries and thus could be viewed from existing buildings. The site is identified as being within the 'Uppingham Plateau' landscape type, with a high landscape sensitivity given to the site, possibly given its higher elevation and proximity to high sensitivity areas identified in the Rutland County Council Landscape Sensitivity and Capacity Study 2010. Policy U-HA1 indicates development on this site should adopt high quality design, materials, open space and landscaping. This will mitigate the effects of development on the landscape by ensuring development fits into the landscape context; matching existing structures through material use and construction method and incorporating landscaping to soften the visual impact of development and to tie the site to the wider landscape.
- The site allocated under policy U-HA2 (Site B) is located adjacent to the Uppingham Town settlement boundary. As it is of a moderate size and proposed growth level, allocating this site could lead to moderate changes in the size and character of the existing settlement. Furthermore, as the site slopes northwards it is possible development on the northern part of the site could be seen from existing structures to the south. The site is identified as being within the 'Uppingham Ridges and Valleys' landscape type and was assessed under two sites in the Rutland County Council Landscape Sensitivity and Capacity Study 2010 (sites U7A and U7B), through which it was concluded the site has a moderate to high landscape sensitivity and a low to medium landscape capacity. Given this, allocating this site could result in adverse impacts to the landscape. Policy U-HA2 includes policy provisions to reduce the impact on the landscape – including development incorporating high quality design, materials, open space and landscaping which is reflective of the surrounding built form. This will help the development blend with the existing structures and soften the visual impact on the landscape. Additionally, the policy indicates that there should be enhanced tree planting and landscaping along the northern site boundary and the retention of existing vegetation on the site; this will help mitigate the visual impact of development at this site.
- The site allocated under policy U-HA3 is situated within proximity to the Uppingham Town settlement boundary to the west. Given its size and the proposed growth level, development of the whole site could lead to major changes in the size and character of the existing settlement. The site is at a higher elevation than the existing town but is fairly level across the site. The site is identified as being within the 'Uppingham Plateau' landscape

type and was assessed under site U7B in the Rutland County Council Landscape Sensitivity and Capacity Study 2010; it was concluded the site has a moderate landscape sensitivity and a medium landscape capacity. As such, allocating this site could result in negative impacts on the landscape given the site's location in a sensitive area. The site allocation policy U-HA3 indicates development will need to be of high-quality design and include materials, open space and landscaping which is reflective of the surrounding built form. This will help the development blend with the existing structures and soften the visual impact on the landscape. Additionally, the policy indicates that there should be enhanced tree planting and landscaping, which will enhance the landscape by softening the impact of development at this location.

- Site C allocated under policy U-HA4 is situated adjacent to the Uppingham Town settlement boundary to the north. As the site is of a moderate size, and given the proposed growth level, development here has the potential to change the size and character of the existing settlement by extending the settlement northwards in the direction of the A47. As the site slopes in a north west direction, it is likely development here could impact on the views from structures to the south and south west. The site is seen to fall under the 'Uppingham Ridges and Valleys' landscape type; additionally, part of the site was assessed in the Rutland County Council Landscape Sensitivity and Capacity Study 2010 (under U2A), and it was concluded that part of the site has a moderate landscape sensitivity and a medium to high landscape capacity. Given this conclusion, developing this site has the potential to result in adverse impacts on the surrounding landscape, but it is possible this site will cope with change better than other sites put forward. The site allocation policy does not put forward any landscape stipulations to help mitigate development at this location.
- Site D is allocated under policy U-HA5. Given the size of the proposed site, development could lead to moderate changes in the character and size of the existing settlement. As the site slopes to the east, existing housing development to the west could have views into the site. Additionally, given the open / agricultural character of the land to the north, east and south of the site, development here could impact on the rural / open feel of the landscape. It is recognised that this site is indicative of the 'Uppingham Ridges and Valleys' landscape type; it was assessed under site U2A in the Rutland County Council Landscape Sensitivity and Capacity Study 2020 and was concluded to have a moderate landscape sensitivity and a medium to high landscape capacity. As such, developing this site has the potential to result in adverse impacts on the surrounding landscape, but it is possible this site will cope with change better than other sites put forward. The site allocation policy does not put forward any landscape stipulations to help mitigate development at this location.
- The site allocated under policy U-HA6 (Site E) is adjacent to the existing settlement boundary to the north; the site has the potential to lead to moderate changes to the settlement size and character of Uppingham Town. Given the site slopes to the north east, development at this location could be viewed from the existing housing to the south. It is identified as being within the 'Uppingham Ridges and Valleys' landscape type and was assessed in the Rutland County Council Landscape Sensitivity and

Capacity Study 2010 under site U7B. The study concluded this site has a moderate landscape sensitivity and a medium landscape capacity. As such, allocating this site could result in negative impacts on the landscape given the site's location in a sensitive area. The site allocation policy does not put forward any landscape stipulations to help mitigate development at this location.

- 5.34 Alongside the provisions within the site-specific policies, wider Uppingham Neighbourhood Plan policies should also seek to ensure that landscape and townscape considerations are appropriately considered through the design of new development areas. This is discussed below in further detail.
- 5.35 Policy GP1: General principles for sustainable development indicates that development will need to have regard for the setting and character of the area; this will include the townscape and surrounding landscape of Uppingham. The idea of development responding to and reflecting the local character is echoed in policy H1: Overall housing numbers and densities, OH4: Infill housing and OH5: Design and access standards; which build on this requirement by indicating development will need to reinforce local identity and take into account the valued landscape (including important views). This ensures landscape is considered in the design and construction phases of development so that new structures fit in with the existing infrastructure whilst avoiding causing major changes to the natural landscape. The business and employment policies indicate proposals involving new or converted buildings will need to reflect the rural setting, and development that supports the visitor economy will need to be appropriate in use and character, with the reuse of buildings being supported where they are located or closely related to the existing built-up area. The idea of development being considerate of the rural setting is also reiterated in policy CF3: Potential new crematorium. These policies will ensure new structures, and the conversion of new ones, are considerate of the surrounding landscape context. The open spaces and environment policies (OS1: Protect and enhance existing open spaces; and OS2: Open space provision within new housing developments) work to protect, create and enhance open spaces in Uppingham. This benefits the landscape by providing breaks and buffers between areas of development, thus reducing the built environment and its impact on the surrounding landscape.
- 5.36 In conclusion, the site allocation policies work to ensure high quality design is taken forward, to ensure impacts on the landscape are minimised. This is important given the sites overlap with areas of high landscape sensitivity; high quality design will ensure visual impacts are reduced and development is considerate of the surrounding landscape, incorporating design techniques local to the area. The wider Uppingham Neighbourhood Plan policies also work to ensure development is considerate of the landscape by seeking development with a landscape focus (e.g., using localised materials, re-using existing buildings etc) and enhancing open spaces to break up the built-up areas.

Transportation

- 5.37 The neighbourhood area is well connected to transportation infrastructure; a train station located 10.5km north of the neighbourhood area allows for travel to a variety of locations including Birmingham and London, multiple bus services

run through Uppingham to provide access to external locations like Oakham and Leicester, and there is a well-connected local road network. Uppingham also has a multitude of PRoW that allow for sustainable and active transportation within and outside of the neighbourhood area. These should be safeguarded and enhanced where possible, especially as travel patterns continue to change following the COVID-19 pandemic.

- 5.38 Four of the six sites are well placed to enable access to bus services, the local road network and pedestrian and cycling opportunities. This will boost connectivity within the neighbourhood area and outside of it. However, the sites allocated under policies U-HA5: Site allocation for land to the East of The Beeches and U-HA6: Site allocation for land off Goldcrest/Firs Avenue currently have no access to and from the site given their more remote locations. However, as these sites are adjacent to other site allocations within the Uppingham Neighbourhood Plan, it is anticipated that access to these sites will be facilitated once the other allocations are delivered. This is reflected in the timescales for housing delivery, with Site U-HA5 and Site U-HA6 expected to come forward later during the plan period. This is also reflected in the policy wordings for these two sites – both indicating development cannot begin until the access issues are resolved.
- 5.39 Some of the site allocation policies include specifics for transportation and movement, mainly to do with access. Policy U-HA1: Site Allocation land off Leicester Road (in front of Cricket Club) indicates development at the site will create a separate access road for the Uppingham Town Cricket Club to the south, and land will be retained for a potential future road connection between Leicester Road and Stockerston Road. The site under policy U-HA2: Site Allocation at land off Ayston Road will be accessible from a single point entry off Ayston Road to the east, the site under U-HA3: Site Allocation for land off Leicester Road (North) will come from Leicester Road and a new roundabout to the south. This indicates the site allocation policies work to improve the local road network by building new infrastructure and providing network and connection improvements.
- 5.40 The wider Uppingham Neighbourhood Plan policies also work to improve transportation and movement opportunities in the neighbourhood area. The transport specific policies work to improve the local road network by boosting connectivity; provide safer active transportation opportunities using pavement, cycle routes and public rights of way; provide greater levels of parking and improve sustainable transportation facilities like bus stops. These policies encourage a greater use of active and sustainable transportation types, whilst improving the local network for those that rely on private vehicles. Policy GP1: General principles for sustainable development and addressing climate change indicates all development proposals will need to include provision for sustainable transport modes, including walking and cycling, and support electric vehicle charging infrastructure. This links to policy OH5: Design and access standards, which indicates development should encourage people to walk and cycle, as well as comply with national street and road guidance, include electric vehicle charging infrastructure and integrate high standard parking. The business and employment policies work to ensure development is to a high standard, including electric vehicle charging points, and providing safe access with the A47 (policy BE1: Employment Land and Mixed Use – Uppingham Gate) and Station Road (policy BE3: Station Road Industrial Estate).

5.41 In conclusion, some of the site allocation policies make specific stipulations for access to the sites following development, and also include provisions for improved road infrastructure and connectivity. This is a benefit for the local community by allowing easier and safer access in and around the neighbourhood area. The wider plan policies also work to provide better transportation infrastructure – including improved active transportation options, improvements to the sustainable transport network, and providing electric vehicle charging infrastructure. This will make transportation into Uppingham and to external locations easier, safer, and more environmentally friendly.

Conclusions at this current stage

Biodiversity and Geodiversity

5.42 Overall, Neighbourhood Plan policies should help ensure that ecological sensitivities are appropriately considered during the planning, construction, and operational phases for new development proposals which come forward during the plan period, whilst also delivering net gains. Whilst there are potential impact pathways associated with recreational pressure, third-party activities, and changes to water quantity (level, flow, and quality) associated with the available site options, the HRA for the UNP concludes that no adverse impacts to the integrity of internationally designated sites are expected as a result of the policies and proposals within the UNP. Nonetheless, consultation with Natural England may be required to determine whether the applications will have any significant impacts to the integrity of these sites.

Climate Change

5.43 The Neighbourhood Plan has policies in place to help mitigate and adapt to the effects of climate change. The plan recognises the importance of natural features, as well as built infrastructure in adapting to a changing climate. Facilitating development within proximity to Uppingham town (i.e., locations within Rutland with the greatest variety of services and facilities) will, to an extent, help limit greenhouse gas emissions from transport through encouraging new development in locations with proximity to the key amenities and public transport networks.

Landscape and Townscape

5.44 Policies and proposals within the UNP seek to protect and enhance the relationship between the natural and built environment (i.e., between the town and the open countryside), helping to safeguard the open countryside from inappropriate development. Whilst it is recognised that new development areas will come forward on sites which have a 'high' landscape sensitivity, the site-specific policies have a strong focus on ensuring that development fits into the landscape context, including sensitive design to soften the overall impact of development at these locations. Overall, the policies work well to help the neighbourhood area maintain and enhance its landscape and townscape value.

Historic Environment

5.45 In relation to the 'Historic Environment' SEA topic, the UNP includes several measures which seek to conserve and enhance both designated and non-designated heritage assets (and their settings). This should help ensure that

the design of any new development is in keeping with the existing character and feel of Uppingham town and the wider neighbourhood area.

- 5.46 It is recognised that the greatest concentration of heritage assets and areas within the neighbourhood area are within Uppingham town. In this respect, potential indirect impacts to the historic environment are possible as the site allocations are adjacent to (or within proximity to) the town. **The SEA recommends** that the wording of the site-specific policies is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas. This will ensure that appropriate mitigation is provided to assuage any concerns by Historic England.

Land, Soil, and Water Resources

- 5.47 Whilst the development of greenfield sites does not promote the most efficient use of land within the neighbourhood area, it is recognised that opportunities to deliver housing via the redevelopment of brownfield land is limited due to the lack of availability of such land within Uppingham. It is also acknowledged that through allocating greenfield sites closer to the existing built-up area, the UNP minimises as best as possible the impacts to the open countryside and natural environment, which will help to safeguard land, soil, and water resources. Nevertheless, the preferred approach will likely result in the permanent loss of agricultural land that cannot be mitigated.

Community Wellbeing

- 5.48 Uppingham town is generally well served by local service offer and is defined as a 'small town' within the settlement hierarchy (i.e., one of the most sustainable settlements within Rutland, alongside the 'main town' of Oakham). Therefore, the delivery of higher levels of growth (up to 510 dwellings) across the available site options within the neighbourhood area will deliver much needed housing (including a mix of types, tenures, and affordable dwellings) to meet local requirements.
- 5.49 The UNP is also likely to have significant positive effects in relation to the 'Community Wellbeing' SEA theme through delivering housing which meets local requirements, supporting accessibility to services and facilities, and ensuring high-quality design through new development areas. This will support social inclusion, the quality of life of residents, and community vitality. The UNP also supports economic vitality through encouraging opportunities to expand the local employment and retail offer.

Transportation

- 5.50 Overall, the policies within the UNP work to improve transportation and movement in the neighbourhood area, by implementing policies that encourage a modal shift to sustainable and active travel options. Whilst it is recognised that two of the site allocations do not currently connect to the existing road network, the site-specific policies state that development cannot commence until the access issues have been resolved (i.e., once the site allocations which are located adjacent to these two sites have been developed).

6. What are the next steps?

Plan finalisation

- 6.1 This SEA Environmental Report accompanies the Uppingham Neighbourhood Plan for Regulation 14 consultation.
- 6.2 Following the close of Regulation 14 consultation, any representations made will be considered by the Steering Group, and the Uppingham Neighbourhood Plan and Environmental Report will be updated as necessary. The updated and final version of the SEA Environmental Report will then accompany the Uppingham Neighbourhood Plan for submission to the Local Planning Authority, Rutland County Council, for subsequent Independent Examination.
- 6.3 At Independent Examination, the Uppingham Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy.
- 6.4 If the Independent Examination is favourable, the Uppingham Neighbourhood Plan will be subject to a referendum, organised by Rutland County Council. If more than 50% of those who vote agree with the Uppingham Neighbourhood Plan, then it will be 'made'. Once made, the Uppingham Neighbourhood Plan will become part of the Development Plan for the town.

Monitoring

- 6.5 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the UNP to identify any unforeseen effects early and take remedial action as appropriate.
- 6.6 It is anticipated that monitoring of effects of the UNP will be undertaken by Rutland County Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the UNP that would warrant more stringent monitoring over and above that already undertaken by Rutland County Council.

Appendix A Baseline information

A.1 Air Quality

Policy context

Table A1.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A1.1: Plans, policies and strategies reviewed in relation to the air quality SEA theme.

Document title	Year of publication
Environment Act	2021
National Planning Policy Framework (NPPF)	2021
The Clean Air Strategy	2019
A Green Future: Our 25 Year Plan to Improve the Environment	2018
UK plan for tackling roadside nitrogen dioxide concentrations	2017
Environment Act	1995
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland County Council - 2019 Air Quality Annual Status Report	2019
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The UNP will need to consider the principles outlined in the National Planning Policy Framework (NPPF), which seek to reduce or mitigate air quality impacts during development whilst simultaneously taking advantage of opportunities to improve air quality. Measures include, but are not limited to; sustainable transport solutions, limiting the need to travel, compliance with pollutant limits or objectives, and the enhancement of green infrastructure. Smaller-scale development should consider the potential for cumulative effects in relation to air quality. The NPPF also states that planning policies should contribute towards compliance with pollutant limit levels or national objectives; acknowledging air quality management areas, clean air zones and the cumulative impacts from individual sites in local areas. Moreover, the NPPF indicates that new and existing developments should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.
- The Clean Air Strategy outlines how the government will tackle all sources of air pollution. The strategy proposes goals to cut public exposure to particulate matter pollution and outlines required action to meet these goals. Furthermore, it seeks to recognise wider sources that cause poor air quality, such as diffuse sources and smaller contributors. The proposed measures include new legislation and local powers to act in areas with air pollution issues.

- The 25 Year Environment Plan establishes how the government will expand net gain approaches to include air quality improvements, such as planting more trees in urban areas and changing fuel supplies. In particular, 'Goal 1 Clean air' and the policies contained within 'Chapter 4: Increasing resource efficiency and reducing pollution and waste' directly relate to the air quality SEA theme.
- The UK plan for tackling roadside nitrogen dioxide is focused on lowering nitrogen dioxide (NO₂) emissions to statutory limits as quickly as possible. The plan acknowledges that an improvement in air quality and a reduction in emissions is important and aims to position the UK at the forefront of vehicle innovation by making motoring cleaner.
- Local authorities are required to monitor air quality across the county, report regularly to Defra and act where nationally set levels and limits of pollutants are likely to be exceeded under Section 82 of the Environment Act (1995). Monitoring is undertaken to assess levels of nitrogen dioxide, sulphur dioxide, ozone, benzene, and particulates. Where exceedances exist, areas are declared as air quality management areas (AQMAs) and local authorities are required to produce an air quality action plan (AQAP) to improve air quality in the area. Under Schedule 11 in the Environment Act (2021), a local authority must identify any parts of its area in which it appears air quality standards or objectives are not likely to be achieved within the relevant period. Additionally, local authorities must also identify relevant sources of emissions that are considered partly or wholly responsible for failing to achieve air quality standards or objectives in the area. As such, the Rutland County Council 2019 Air Quality Annual Status Report (ASR) is the latest available report for Rutland, which includes the neighbourhood area; fulfilling the requirements of the local air quality management (LAQM) as set out in Section 82 of the Environment Act (1995).
- The UNP will need to align with the policies within the adopted Local Plan which have an air quality focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

According to the latest available Rutland Council Air Quality ASR (from 2019), there are no AQMAs within or in proximity to the UNP, nor are there any in the county. As such, air quality is considered to be generally good. Monitoring occurs at 13 sites across the county for NO₂, and is acknowledged to be increasing in the neighbourhood area. However, the last NO₂ record in Uppingham was lower than the annual mean objective - 29.2 µg/m³ in the neighbourhood area in comparison to the annual objective of 40 µg/m³.

Rutland County Council encourage and support measures to mitigate emissions. This includes (but is not limited to) policy guidance, transport planning, public information campaigns, car lift/share schemes and the installation of electric car charging points at certain locations.

Future baseline

Future development in the neighbourhood area has the potential to increase traffic, congestion, and their associated emissions. In the absence of suitable planning and

mitigation, this could lead to a deterioration in air quality. Therefore, mitigation measures should be incorporated into the design of new development areas to maintain (and where possible, improve) air quality.

It is considered that the present shift towards the use of sustainable transportation, including active travel modes and electric vehicle use, has the potential to support longer term air quality improvements. Furthermore, as a response to the COVID-19 pandemic there has been a shift towards employees working from home, which also contributes to emissions reduction. Planning for these factors during development will have a positive impact on air quality.

Due to the absence of any significant air quality issues raised in relation to the draft UNP, the air quality theme has been scoped out for the purposes of the SEA process.

A.2 Biodiversity and Geodiversity

Policy context

Table A2.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A2.1: Plans, policies and strategies reviewed in relation to the biodiversity and geodiversity SEA theme.

Document title	Year of publication
Environment Act 2021	2021
National Planning Policy Framework (NPPF)	2021
A Green Future: Our 25 Year Plan to Improve the Environment	2018
UK Post-2010 Biodiversity Framework	2012
The Natural Choice: securing the value of nature (Natural Environment White Paper)	2011
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	2011
Natural Environment and Rural Communities Act	2006
UK Biodiversity Action Plan	1994
Rutland County Council - Corporate Plan 2022-2027	2022
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Leicester, Leicestershire, and Rutland BAP - Space for Wildlife	2016
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The Environment Act makes provision for biodiversity gain to be a condition of planning permission in England, in addition to creating biodiversity gain site registers and biodiversity credits. It recognises there is a duty to conserve and enhance biodiversity and encourages the identification of suitable areas through biodiversity reports and local nature recovery strategies. Furthermore, habitat maps are expected to include recovery

and enhancement areas which are currently, or could become, important for biodiversity.

- The UNP will need to consider the principles set out in the NPPF, which indicate that planning policies and decisions should protect and enhance soils and sites of biodiversity and / or geological value. Plans should also identify, map, and safeguard components of wider ecological networks, promote positive action for priority habitats and species, and pursue opportunities to secure biodiversity net gains. The NPPF also states that if development causes substantial harm and cannot be avoided, adequately mitigated, or compensated, then planning permission should be refused.
- The NPPF also supports the establishment and enhancement of habitat networks and green infrastructure to allow for more resilience to current and future pressures for biodiversity.
- The 25 Year Environment Plan places importance on improvements to the natural environment, such as achieving clean air and water, reducing environmental hazard risk, and encouraging sustainable resource use. This will be accomplished through a variety of actions including implementing sustainable land management, engaging in nature recovery, and connecting people to the environment.
- The UK Biodiversity Action Plan (BAP) is a response to the Convention on Biological Diversity, which calls for the development and enforcement of national strategies and associated action plans to identify, conserve and protect existing biological diversity, and to enhance it wherever possible. In particular, the BAP identifies priority species and habitats that are most threatened and require conservation action. The UK BAP is succeeded by the UK Post-2010 Biodiversity Framework, which aims to ensure that biodiversity is valued, conserved, restored, and wisely used, and ecosystem services are maintained. This helps to sustain a healthy planet that delivers essential benefits for everyone.
- The Natural Environment White Paper (NEWP) sets out the importance of a healthy, functioning natural environment to sustaining economic growth, prospering communities, and personal wellbeing. It adopts a landscape approach to protect and enhance biodiversity and aims to create a green economy, whereby the economic growth and the health of natural resources sustain each other.
- Reflecting the commitments within the NEWP, Biodiversity 2020: A strategy for England's wildlife and ecosystem services aims to stop overall biodiversity loss, support healthy and well-functioning ecosystems, and establish coherent ecological networks.
- The Natural Environment and Rural Communities Act details nature protection in the UK, which includes wildlife, Sites of Special Scientific Interest (SSSIs), and National Parks. It extends the UK Government's duty to biodiversity and establishes the role of Natural England, which is responsible for safeguarding England's natural environment, making sure it is protected and improved whilst ensuring people enjoy, understand, and access it.
- The Rutland County Council Corporate Strategy indicates biodiversity is considered as an important component for the shared vision for Rutland.

Of note is the desire to create and develop wild areas to support greater biodiversity by committing to encouraging and supporting greener communities.

- The Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016-2026 aims to focus resources on the conservation and enhancement of biodiversity through local partnerships. Included in the report are 19 priority habitats alongside their opportunities and conservation measures.
- The UNP will need to align with the policies within the adopted Local Plan which have an biodiversity and geodiversity focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

Ramsar sites and Special Protection Areas

The Convention on Wetlands of International Importance (known as the Ramsar Convention) is an intergovernmental treaty that provides the framework for the conservation and appropriate use of wetlands and their resources⁴⁷. In the UK, many Ramsar sites were also designated as Special Protection Areas (SPAs) under the European Birds Directive (79/409/EEC)⁴⁸. To ensure European Directives were operable in the UK after the EU transition period, changes were made through the implementation of the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019⁴⁹. In doing so, SPAs and Special Areas of Conservation (SACs) form a national site network within the UK⁵⁰, comprising of sites already designated under the Nature Directives (i.e., 79/409/EEC and 92/43/EEC) and any additional sites designated under the 2019 Regulations.

Whilst there are no Ramsar sites or SPAs within the neighbourhood area, the Rutland Water Ramsar and the Rutland Water SPA site is located approximately 4.6 km north of the neighbourhood area. The locations of these designations are demonstrated in Figure A2.1 at the end of this theme

The Rutland Water Ramsar⁵¹ was first designated as a Ramsar site in October 1991. Covering approximately 1,339 ha, it's described as a large, artificial, and freshwater reservoir fringed by wetland habitats, the most interesting of which include lagoons, reed swamp, marsh, and damp meadows. Recreational use is a conservation issue, such as water sports, fishing and walking and cycling routes, as well as the use of chemicals to control summer algae blooms. Over 45% of the site is managed by the Leicestershire and Rutland Wildlife Trust and Anglian Water, as a nature reserve⁵². The Ramsar site shares an overlapping designation with Rutland Water SPA and SSSI, and the citation for the site states⁵³:

The site qualifies as a wetland of international importance by regularly supporting over 20,000 waterfowl in the winter. This includes:

- Great crested grebe (*Podiceps cristatus*).

⁴⁷ Ramsar Convention (2014) 'Introducing the Convention on Wetlands' can be accessed [here](#).

⁴⁸ EU (1979) 'The European Birds Directive (79/209/EEC)' can be accessed [here](#).

⁴⁹ UK Government (2019) 'The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019' can be accessed [here](#).

⁵⁰ Defra (2021) 'Policy Paper: Changes to the Habitats Regulations 2017' can be accessed [here](#).

⁵¹ RSIS (no date) '46. Rutland Water' can be accessed [here](#).

⁵² Natural England (2018) 'Rutland Water SPA Conservation Objectives supplementary advice' can be accessed [here](#).

⁵³ Natural England (2014) 'Rutland Water SPA Citation' can be accessed [here](#).

- Mute swan (*Cygnus olor*).
- Wigeon (*Anas penelope*).
- Gadwall (*Anas strepera*).
- Teal (*Anas crecca*).
- Shoveler (*Anas clypeata*).
- Tufted duck (*Aythya fuligula*).
- Goldeneye (*Bucephala clangula*).
- Goosander (*Mergus merganser*).
- Coot (*Fulica arra*).

The conservation objectives for Rutland Water aim to ensure that the integrity of the site is maintained or restored as appropriate, including⁵⁴:

- The extent and distribution of the habitats of the qualifying features.
- The structure and function of the habitats of the qualifying features.
- The supporting processes on which the habitats of the qualifying features rely.
- The population of each of the qualifying features.
- The distribution of the qualifying features within the site.

Sites of Special Scientific Interest

Sites of Special Scientific Interest (SSSI) are protected to conserve their wildlife and / or geological value. There are no SSSIs within or in proximity to the neighbourhood area, however the neighbourhood area is subject to SSSI Impact Risk Zones (IRZ). SSSI IRZ are a GIS tool/dataset that map zones around each SSSI according to their sensitivities. They specify the types of development that have the potential to have adverse impacts at a given location, and thresholds of development which indicate a need to consult Natural England. In this respect, the south-west corner of the neighbourhood area around Kinnachan House overlaps with IRZs typical of the kind of development the UNP may bring forward (residential development of 50 units or more, and any residential development of 50 houses or more outside of existing settlements/urban areas). These IRZs are associated with the Eye Brook Reservoir SSSI, located approximately 1.6km to the south-west. As such, consultation with Natural England may be required for any applications that come forward in this area.

⁵⁴ Natural England (2019) 'Rutland Water Conservation Objectives' can be accessed [here](#).

Priority habitats and species

Biodiversity Action Plan (BAP) Priority habitats within the neighbourhood area include lowland heathland and deciduous woodland. Figure B2.1 at the end of the chapter demonstrates the location of these BAP Priority Habitats.

The Leicestershire and Rutland Environmental Records Centre (LRERC)⁵⁵ will contain archives of protected and notable species within Rutland, including those species protected by the Wildlife and Countryside Act 1981⁵⁶ and under Section 41 of the Natural Environment and Rural Communities Act 2006. The BAP Priority habitats and ecological designations within and surrounding the neighbourhood area are likely to support populations of protected species.

Ecological features of interest which might have the potential to be impacted by new development areas include trees, hedgerows, watercourses, and road verges. As these features play an important role in providing connectivity corridors and refugia for migrating and foraging species, it will be important for the UNP to consider the potential implications on such features within the plan making process.

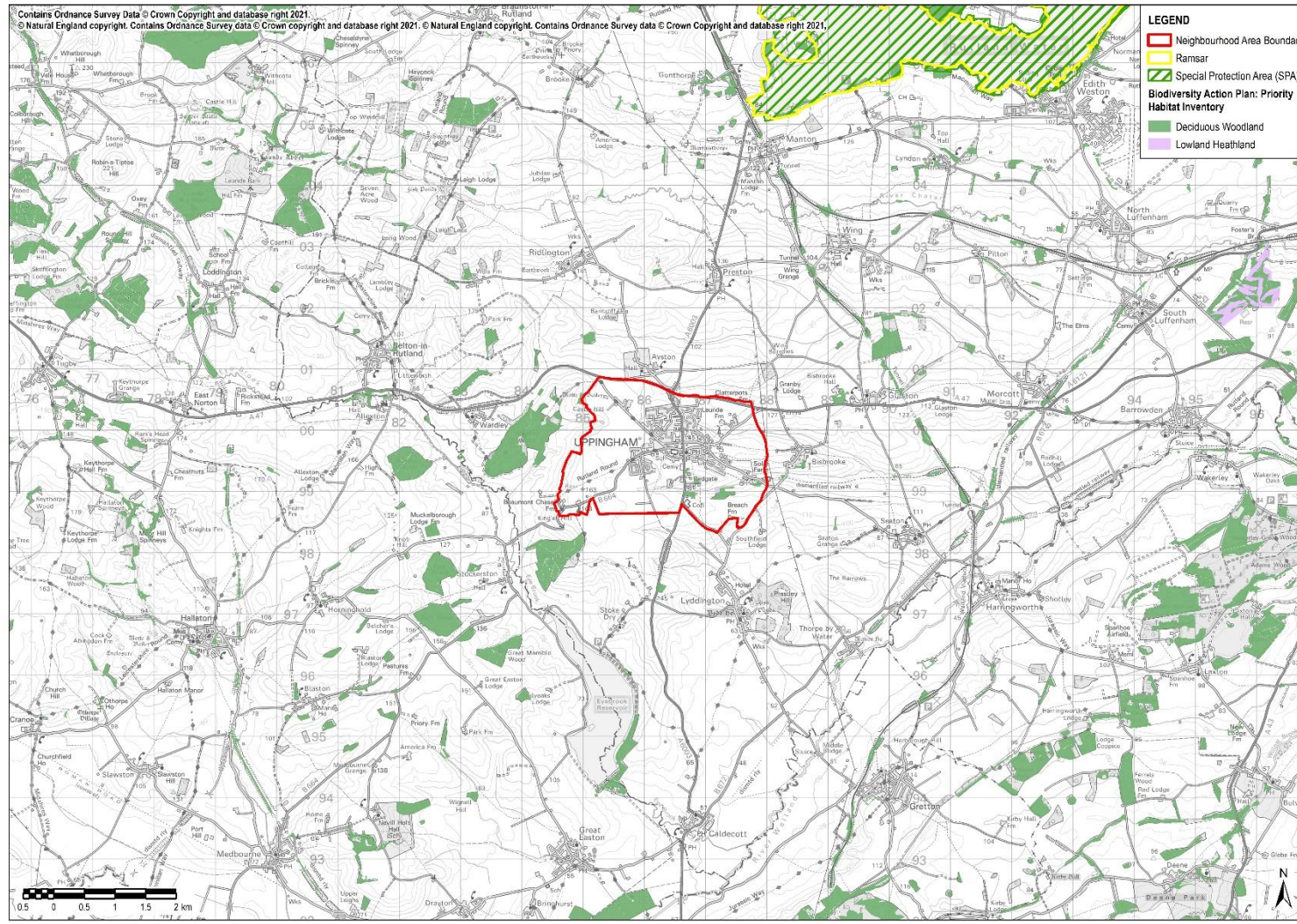
Future baseline

Habitats and species will potentially face increasing pressures from future development within the neighbourhood area, with the potential for negative impacts on the wider ecological network. This may include a loss of habitats and impacts on biodiversity networks, which may be exacerbated by the effects of climate change. This has the potential to lead to changes in the distribution and abundance of species and changes to the composition of habitats.

The neighbourhood area presents an opportunity to maximise benefits for biodiversity by including consideration of important habitats, species, and designated sites at an early stage of planning for future growth. To maintain and improve the condition of biodiversity in the future, it will be important to not only protect and enhance important habitats, but also the connections between them. It will be crucial to effectively coordinate the delivery of new development to ensure that opportunities to improve green infrastructure and ecological corridors are maximised within the neighbourhood area

⁵⁵ Leicestershire County Council (2022) 'Leicestershire and Rutland Environmental Records Centre (LRERC)' can be accessed [here](#).

⁵⁶ UK Government (1981) 'The Wildlife and Countryside Act 1981' can be accessed [here](#).



Document Path: \\na.aecomnet.com\ifs\EMEA\Basingstoke\UKBAS\Legacy\UKBAS\IPFIL\001\1400 - Management Services\5004 - Information Systems\60571087 - Neighbourhood Plan - CRB 2018 - 2022\02 - Maps\Uppingham NP\Biodiversity Designations.mxd

Figure A2.1: The location of the Rutland Water Ramsar and SPA in relation to the neighbourhood area, and BAP Priority Habitats

A.3 Climate Change

Policy context

Table A3.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A3.1: Plans, policies and strategies reviewed in relation to the climate change SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
Net Zero Strategy: Build Back Greener	2021
National Infrastructure Assessment	2021
The UK Sixth Carbon Budget	2020
The Clean Air Strategy 2019	2019
The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting	2018
A Green Future: Our 25 Year Plan to Improve the Environment	2018
The Clean Growth Strategy	2017
UK Climate Change Risk Assessment 2017	2017
Flood and Water Management Act 2010	2010
Climate Change Act 2008	2008
Rutland Climate Action - Community Strategy	2022
Rutland County Council - Corporate Plan 2022-2027	2022
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland County Council - Future Rutland Conversation - Climate change and the environment	2021
Local Flood Risk Management Strategy	2018
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The UNP will need to consider the principles set out in the NPPF, including adopting a proactive planning approach to both mitigate and adapt to climate change. Planning policies are expected to improve the resilience of communities and infrastructure to climate change impacts, avoid inappropriate development in the flood plain zone, and support the move to a low carbon economy. The NPPF recognises the potential for planning to shape places to better contribute to reductions in greenhouse gas emissions and deliver long-term resilience.
- The Clean Growth Strategy, Clean Air Strategy and the Net Zero Strategy are a collection of documents seeking to progress the government's commitment to becoming net zero by 2050 under the UK Climate Change Act 2008. The documents outline how the government will tackle air

pollution sources whilst maintaining an affordable energy supply and increasing economic growth. This parallels with the 25 Year Environment Plan, which seeks to manage land resources sustainably, recover and reinstate nature, protect soils and habitats, increase resource efficiency, improve water quality, and connect people with the environment. Of note in the 25 Year Environment Plan are the following: 'Chapter 1: Using and managing land sustainably', 'Chapter 6: Protecting and improving the global environment', 'Goal 4: A reduced risk of harm from environmental hazards such as flooding and drought' and 'Goal 7: Mitigating and adapting to climate change'.

- The National Infrastructure Assessment is published every five years and analyses the UK's long-term economic infrastructure needs to create a strategic vision and recommendations. The baseline report states that climate change will increase pressures on all sectors, including economic infrastructure.
- The National Adaptation Programme outlines the government's response to the second Climate Change Risk Assessment, demonstrating the actions the government is currently taking and actions it will be taking in the future. It outlines risks that fit within the priority areas identified by the UK Climate Change Risk Assessment 2017:
 - Flooding and coastal change risks to communities, businesses, and infrastructure.
 - Risks to health, well-being, and productivity from high temperatures.
 - Risk of shortages in the public water supply, and for agriculture, energy generation, and industry.
 - Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils, and biodiversity.
 - Risks to domestic and international food production and trade; and
 - New and emerging pests and diseases, and invasive non-native species, affecting people, plants, and animals.
- The Flood and Water Management Act 2010 provides for better and more comprehensive management of flood risk for people, homes, and businesses, in addition to aiding in safeguarding community groups from unaffordable rises in surface water drainage charges and protecting consumer water supplies. It also highlights alternatives to traditional engineering to flood risk management.
- The UK Climate Change Act 2008 establishes a framework to develop an economically viable emissions reduction path. The Climate Change Act 2008 (2050 Target Amendment) Order of 2019 put in place the legally binding target of achieving net-zero emissions by 2050. The Climate Change Act includes the following:
 - The UK Government must reduce greenhouse gas emissions by a minimum of 100% of 1990 levels by 2050.
 - The document requires the government to produce legally binding carbon budgets – a cap on the amount of greenhouse gases emitted in the UK over a five-year period.

- The Act requires the government to assess and prepare for the risks and opportunities linked to climate change for the UK.
- The Sixth Carbon Budget is the legal limit of UK net greenhouse gas emissions and requires the country to reduce emissions by 78% by 2035 relative to 1990 levels. This puts the country on track to achieve net-zero emissions by 2050 at the latest.
- Rutland Climate Action has developed a plan with the community of Rutland to work towards climate mitigation and adaptation. The strategy is split down into waste, agriculture, land use and food, buildings, greenhouse gas removals, and surface transport. The underlying principles of Rutland Climate Action are as follows:
 - Build connections: One Rutland.
 - Engage with the whole community, raise awareness.
 - Educate and signpost to enable the community to make informed and beneficial choices.
 - Measure success by monitoring and evaluating actions taken.
 - Ensure that ‘stakeholder’ status is achieved: a united voice will provide evidence-based opinion on policy both at the local and a national government level.
- Additionally, the Rutland Climate Action Community Strategy website states that Rutland County Council has declared a ‘climate crisis’ and has committed to being carbon net zero ‘as soon as is viable’.
- The Rutland County Council Corporate Strategy indicates climate change is considered a challenge to the county, which includes reducing high levels of waste and the county’s carbon footprint. A priority area is the encouragement of leading sustainable lives, which includes combatting the climate crisis through the power of choice, the removal of barriers, and real collective action.
- The Future Rutland Conversation involved the community that lives and works within the county, using surveys to understand the community values and opinions on a range of issues. The subsequent report indicates a number of residents believe that no action is needed to combat climate change, and others believe the county cannot make a meaningful contribution due to its size.
- Rutland County Council’s Local Flood Risk Management Strategy provides an overview for how the Council will lead and co-ordinate local flood risk management, acting as a focal point for integrating all flood risk management functions in the county. The document recognises that climate change is leading to warmer and wetter winters and drier summers, which impact on drainage systems and subsequent flood management techniques.
- The UNP will need to align with the policies within the adopted Local Plan which have an climate change focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

Contribution to climate change

The Climate Change Act 2008 (2050 Target Amendment) Order of 2019 requires carbon dioxide (CO₂) emissions from the built environment to be monitored and recorded at the local authority level. The CO₂ emissions shown in Figure A3.1 and Figure A3.2 below are derived from data supplied by the Department for Business, Energy, and Industrial Strategy⁵⁷.

As demonstrated by Figure A3.1 overleaf, the largest contributing sector with regards to CO₂ emissions in Rutland between 2005-2018 was the industry and commercial sector, despite it experiencing a large decrease in emissions (512.3 kilotons). The domestic and transport sectors have remained fairly consistent, with a slight increase in emissions occurring in the transport sector from 2014 (a total of 12 kilotons), and a decrease in emissions occurring in the domestic sector from 2013 (a total of 31.9 kilotons).

Although the transport sector is not the major contributor of CO₂ emissions in Rutland, its contribution has increased. The introduction and uptake of Ultra Low Emission Vehicles (ULEVs) will contribute positively towards the reduction of road transport related emissions. In line with assumptions made by the Department for Transport's 'Road to Zero' report (2018)⁵⁸, it is assumed that ULEV uptake will increase rapidly in the coming decade. Therefore, all vehicles could be ultra-low emission (powered either by hydrogen or electricity) by 2030, thus the CO₂ emissions from the transport sector have the potential to decrease.

Figure A3.2 overleaf indicates that the average CO₂ emissions per capita are higher in Rutland than the average for the East Midlands and the whole of England between 2005-2018. However, there has been a major decrease in per capita emissions over the examined period; a decrease of 17.5 tons per capita for Rutland, in comparison to a decrease of 3.4 tons per capita for the East Midlands and 3.5 tons per capita for England.

⁵⁷ Department for Business, Energy and Industrial Strategy (2020) 'UK local authority and regional carbon dioxide emissions national statistics: 2005-2008' can be accessed [here](#). The data tables used to generate Figures 4.1 and 4.2 can be downloaded from this page.

⁵⁸ Department for Transport (2018) 'The Road to Zero' can be accessed [here](#).

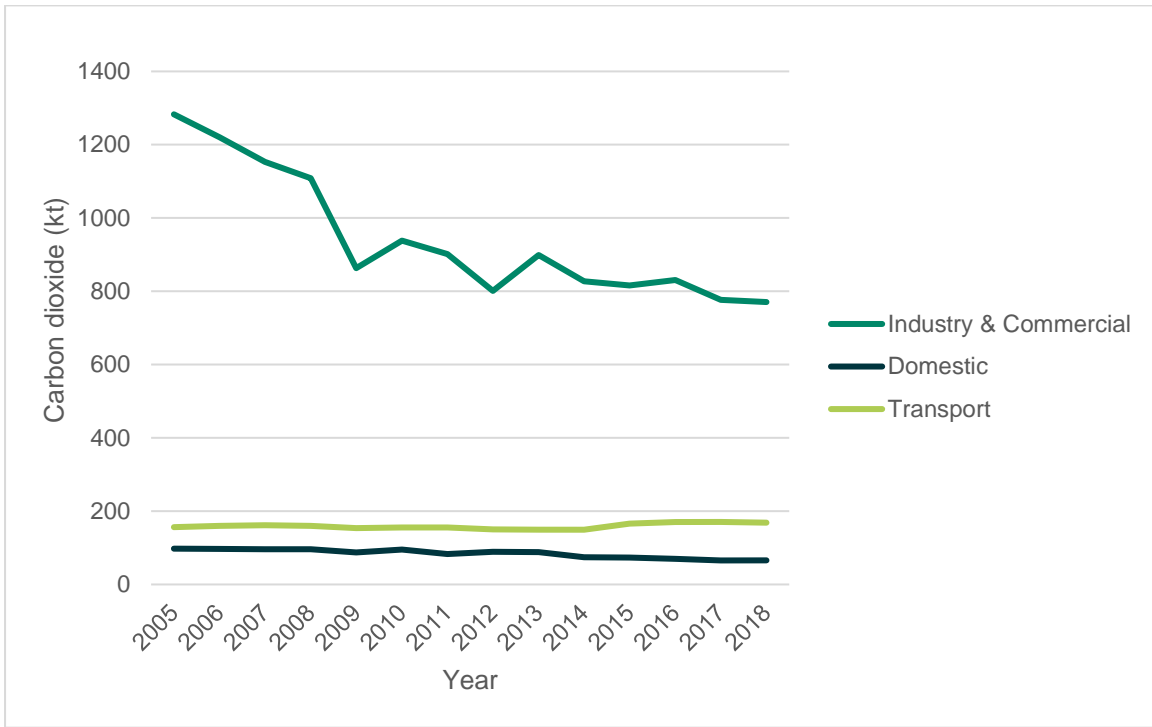


Figure A3.1: CO₂ emissions in kilotons per year for each sector in Rutland (2005-2018).

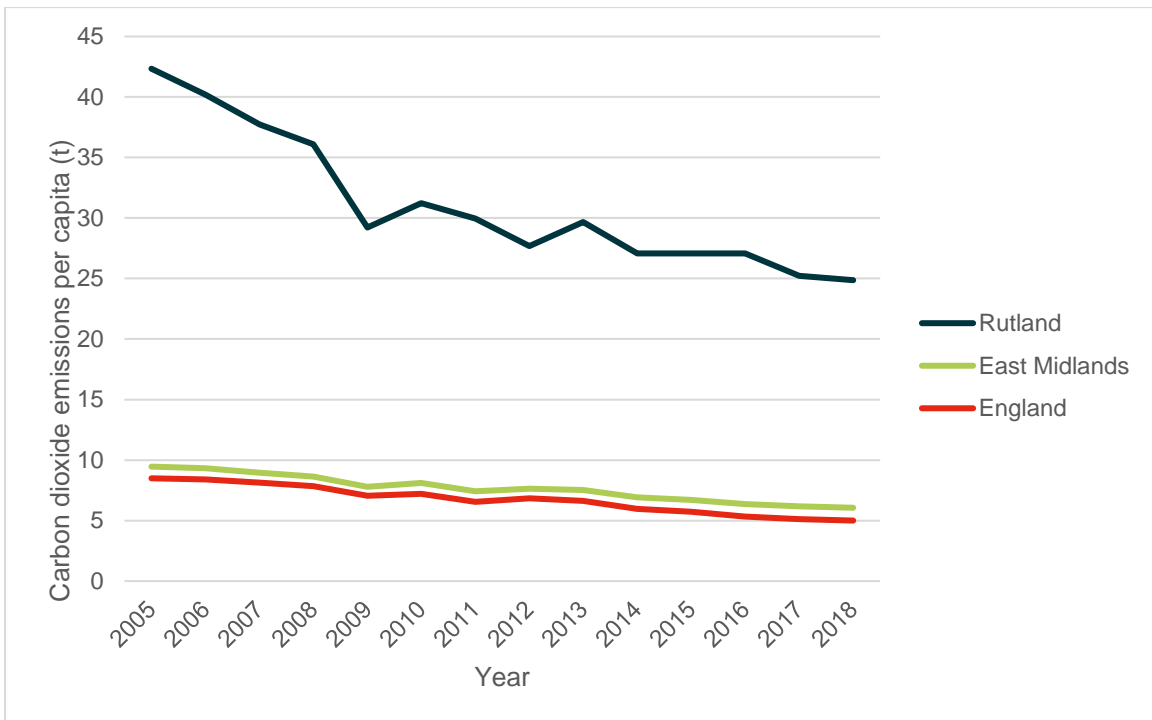


Figure A3.2: CO₂ emissions per capita (in tons) for Rutland, the East Midlands region, and the whole of England (2005-2018).

Potential effects of climate change

The UK Climate Projections (UKCP18) programme is a climate analysis tool that provides the most up-to-date assessment on potential future climatic changes in the UK based on climate model simulations⁵⁹. Projections can be downscaled to a regional level across the UK, allowing for specific evaluations of a selected area.

The UKCP18 projections conclude the effects of climate change for the East Midlands, under the high emissions “worst case” scenario RCP 8.5⁶⁰, are likely to be as follows (as compared to 1981-2000):

- 2021-2040:
 - An average 1.25 °C increase in mean winter temperatures.
 - An average 2.2 °C increase in mean summer temperatures.
 - An average 0.12 mm/day increase in mean winter precipitation rate.
 - An average 0.19 mm/day decrease in mean summer precipitation rate.
- 2061-2080:
 - An average 3 °C increase in mean winter temperatures.
 - An average 5.05 °C increase in mean summer temperatures.
 - An average 0.5 mm/day increase in mean winter precipitation rate.
 - An average 0.62 mm/day decrease in mean summer precipitation rate.

If these changes occur, the neighbourhood area will likely face a range of risks, including:

- Increases in cases of heat related illnesses and deaths during the summer period as well as illnesses and deaths related to exposure to sunlight.
- An increase in the risk of injuries and deaths caused by storm events, due to both the increase in quantity and magnitude.
- Changes to water resources, in terms of quality and quantity.
- An increased risk of flooding, including changes in vulnerability to 1 in 100-year floods, and a need to upgrade flood defences.
- Soil erosion due to flash flooding.
- Loss of species that are at the edge of their distribution, particularly their southern edge, and a spread of species at the northern edge of their distribution.
- Increased drought events, both in quantity and magnitude.
- Heat related impacts to local infrastructure, e.g., road surfaces melting.

⁵⁹ Met Office (no date) ‘UK Climate Projections (UKCP)’ can be accessed [here](#).

⁶⁰ The RCP 8.5 emissions scenario assumes there is a fast population growth (doubling the planet’s population to reach 12 billion), the lowest rate of technological development, slow GDP growth, a massive increase in world poverty and high energy use and emissions. It is seen to be the ‘worst case scenario’ in which no climate change mitigation or adaptation technique are engaged with.

Flood risks

Figure A3.3⁶¹ indicates the sections of the neighbourhood area that are within Flood Zone 2 and 3. The figure demonstrates that the majority of the neighbourhood area is within Flood Zone 1, with areas of Flood Zone 3 being located in proximity to the water courses present in the east. The figure also demonstrates that the neighbourhood area and the land surrounding it have various drains which will help to store water.

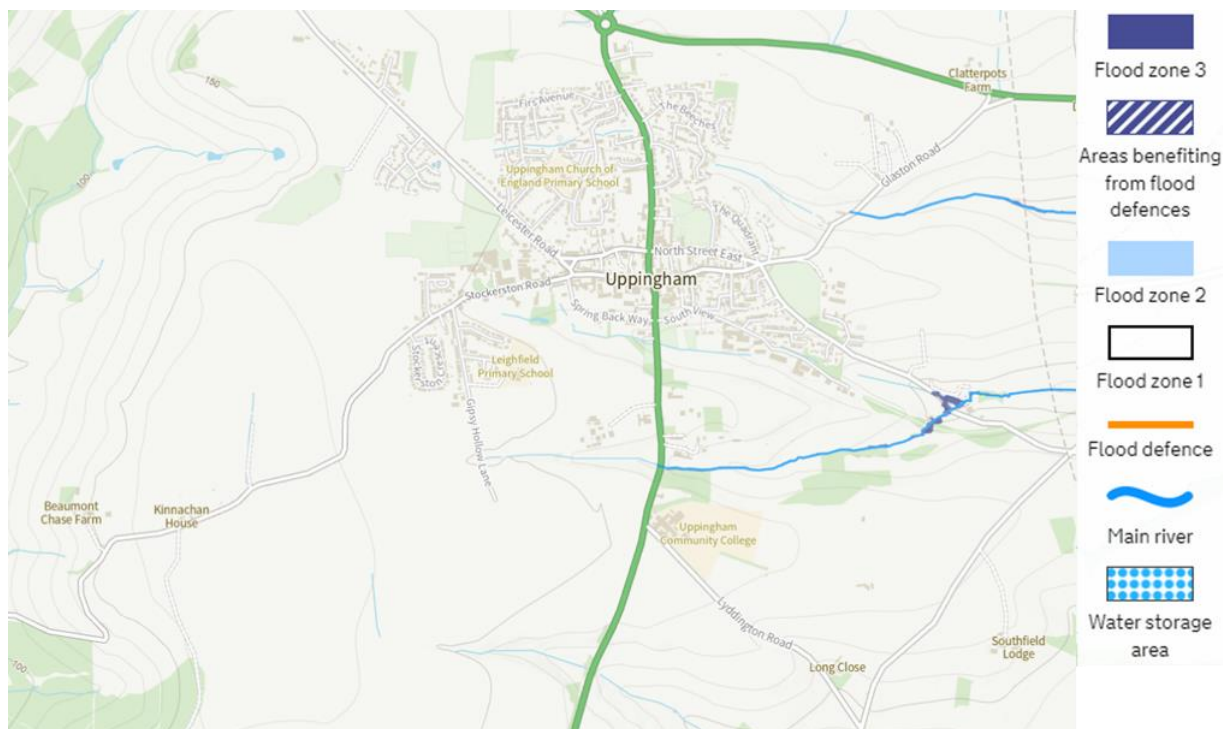


Figure A3.3: Fluvial flood risks within the neighbourhood area.

Figure A3.4⁶² overleaf demonstrates the areas that are at risk of surface water flooding. In particular, the network of streets to the north of the neighbourhood area (Branston Road, Lime Tree Avenue, The Beeches, Belgrave Road and Queen’s Road) as well as a section of the A6003 are at low, medium and high risk of surface water flooding. Additionally, High Street, North Street, Glaston Road and Leicester Road are areas at risk of surface water flooding. To the south of Uppingham are two sections predominantly at high risk of surface water flooding – following a drainage system and a main river according to Figure A3.4 sections of the B664 are also at risk.

⁶¹ GOV.UK (2021) ‘Get flood risk information for planning in England’ can be accessed [here](#).

⁶² GOV.UK (2019) ‘Learn more about flood risk’ can be accessed [here](#).

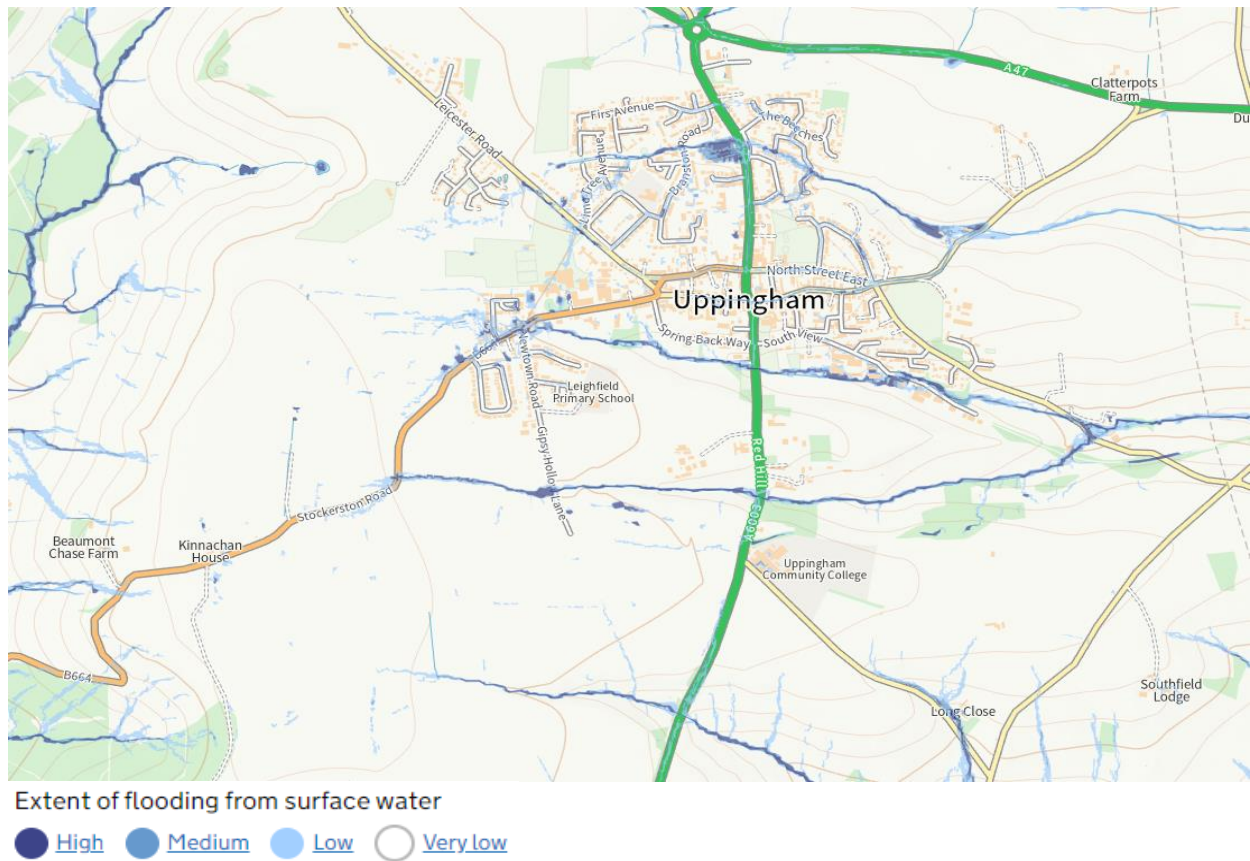


Figure A3.4: Surface water flood risk within the neighbourhood area.

Future baseline

Climate change has the potential to increase the occurrence of extreme weather events in the neighbourhood area. In turn it is likely the neighbourhood area will experience an amplified level of risk associated with climate change and a subsequent increase in need for resilience and adaptation measures. New development has the potential to increase flood risk through changing surface and ground water flows, overloading existing inputs to the drainage and wastewater networks, and / or increasing the number of residents exposed to areas of existing flood risk.

In terms of climate change contribution, greenhouse gas emissions generated in the neighbourhood area may continue to decrease with the wider adoption of energy efficiency measures, renewable energy production, and new technologies. However, increases in the built footprint of the neighbourhood area would likely contribute to increases in the absolute levels of greenhouse gas emissions, and these increases are considered likely with or without the UNP.

A.4 Community Wellbeing

Policy context

Table A4.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A4.1: Plans, policies and strategies reviewed in relation to the community wellbeing SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
Health Equity in England: The Marmot Review 10 Years On	2020
Healthy and Safe Communities Planning practice guidance	2019
Planning for Sport Guidance	2019
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Rutland County Council - Corporate Plan 2022-2027	2022
Future Rutland Vision	2022
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland Housing, Homelessness and Rough Sleeping Strategy 2017-2022	2017
Rutland Joint Health and Wellbeing Strategy	2016
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The UNP will need to consider the principles outlined in the NPPF, which seek to retain and enhance access to community services and facilities. The NPPF recognises the benefits of having a range of local provision to support community needs. In addition, the NPPF recognises the benefits of creating cohesive communities in safe environments where the fear of crime (and crime itself) does not undermine resident quality of life.
- The NPPF recognises the role of development plans in helping to deliver access to high quality open spaces and opportunities for sport and physical activity, therefore contributing to the health and wellbeing of communities. The health benefits of access to nature, green spaces and green infrastructure are further reiterated in the 25 Year Environment Plan. Additional guidance is available through the Healthy and Safe Communities Planning practice guidance.
- The 2020 Health Equity in England Report identifies a health gap between less and more deprived areas, which has grown in the last decade. This means an increased amount of people can expect to spend more of their lives in poor health with a stalled, or even declining, life expectancy.
- The Planning for Sport Guidance seeks to help the planning system provide formal and informal opportunities for everyone to take part in sport and be physically active, setting out twelve principles.

- The Rutland County Council Corporate Strategy indicates that health and care is a strength of the county, but that life expectancy is falling faster than the national average. Health and wellbeing is a priority area for the strategy, with commitments to encourage healthy lifestyles, health and wellbeing infrastructure and a reduction in health inequalities, as well as supporting independence and encouraging joined up care.
- The Future Rutland Vision is an in-depth discussion with everyone who lives and works in the county, to understand what's most important to them. The aim of Future Rutland is to take this knowledge and use it to develop a new 'shared vision' for the county – a clear statement of intent that unites communities, businesses, and public bodies around a set of common goals and aspirations which can help to shape county's long-term future.
- The Rutland Housing, Homelessness and Rough Sleeping Strategy demonstrates how Rutland County Council will support vulnerable people and demonstrates how to make the best use of existing housing. It covers four aims:
 - Aim 1 – Preventing homelessness and promoting housing options.
 - Aim 2 – Provide targeted support for vulnerable households.
 - Aim 3 – Sustainable Growth.
 - Aim 4 – Ensure existing homes are fit-for-purpose.
- The Rutland Joint Health and Wellbeing Strategy is centred around the health and wellbeing priority areas in the county, including mental health and emotional wellbeing, carers, physical activity, housing and health, obesity, and dementia. The strategy seeks to focus on prevention and early intervention, to tackle inequalities within the provision of health services, and to deliver transformational change in Rutland's health and care system.
- The UNP will need to align with the policies within the adopted Local Plan which have a community wellbeing focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

Population and age structure

According to the City Population website, which uses the 2011 Census data, the neighbourhood area had a total of 4,745 in 2011; this is estimated to have increased to 5,001 in 2020⁶³.

⁶³ City Population (2021) 'Uppingham' can be accessed [here](#).

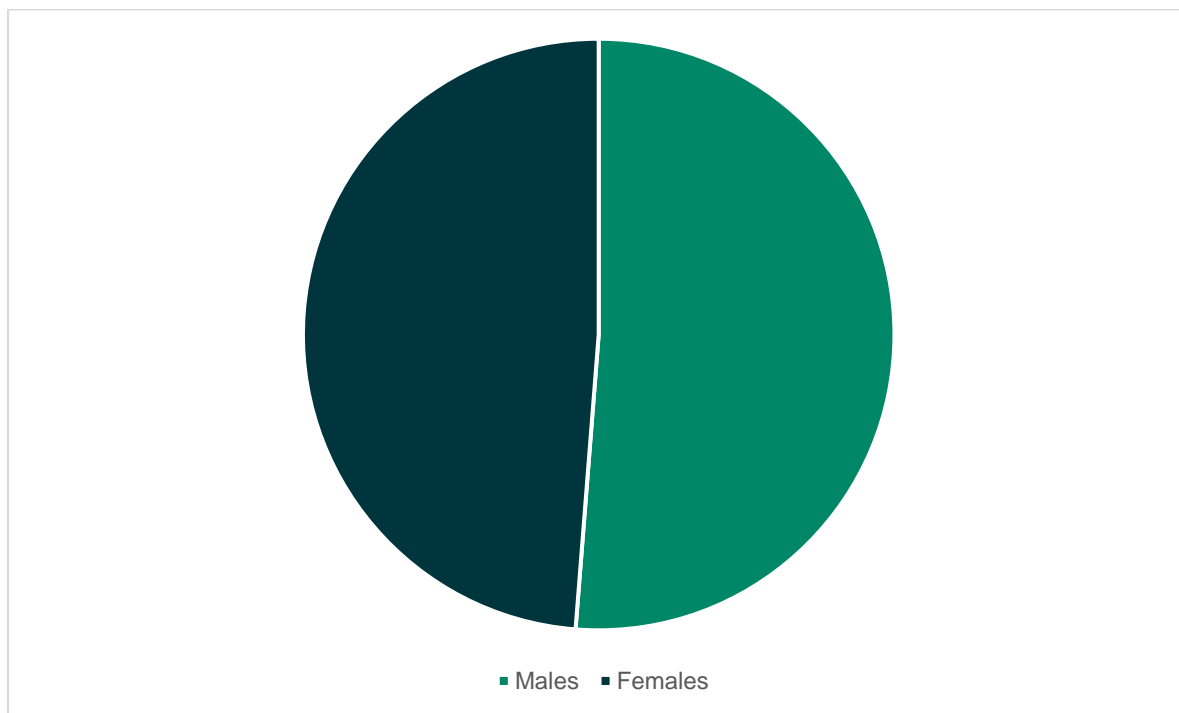


Figure A4.1: Estimated gender split in the neighbourhood area for 2020 (2,568 males and 2,433 females).

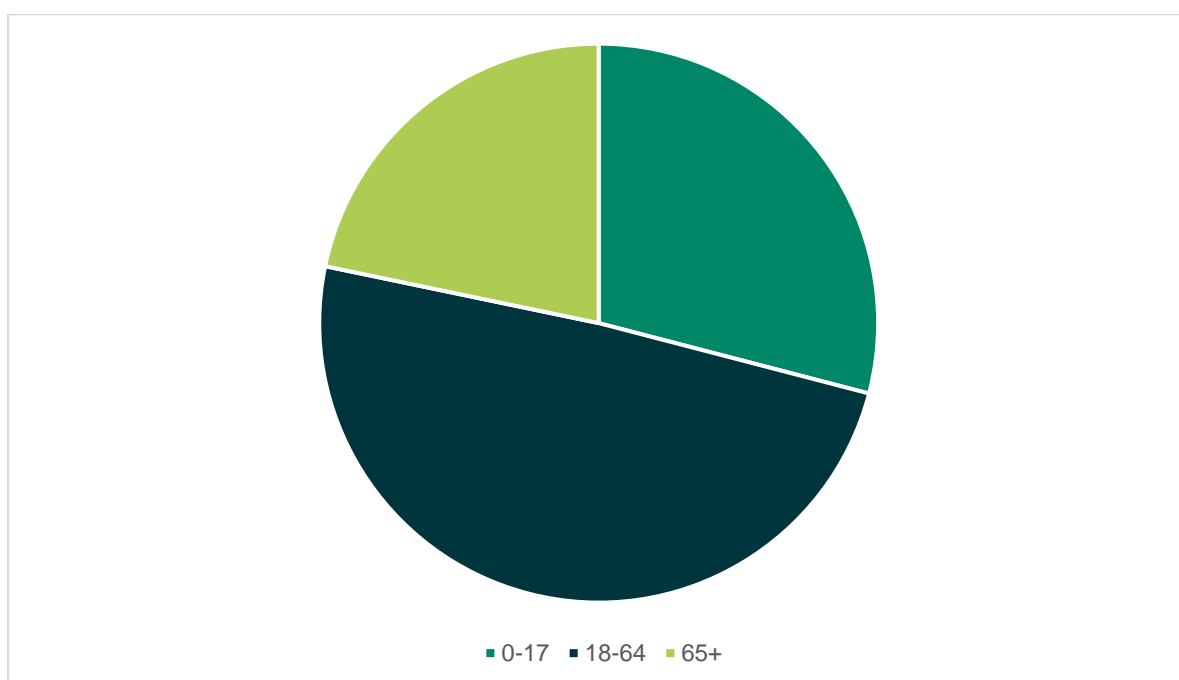


Figure A4.2: Estimated age group split in the neighbourhood area for 2020 (1,452 aged 0-17, 2,461 aged 18-64 and 1,087 aged 65+).

Index of Multiple Deprivation

The Index of Multiple Deprivation 2019 (IMD) is an overall relative measure of deprivation and is the combination of seven different domains as described below:

- **Income:** the proportion of the population experiencing a deprivation relating to low income. There are a further two subsets of this measure:

- **Income deprivation affecting children:** the proportion of children aged 0-15 living in income deprived families; and
- **Income deprivation affecting older people:** the proportion of all adults aged 60 and above that experience income deprivation.
- **Employment:** the proportion of the working-age population involuntarily excluded from the labour market, including those who want to work but cannot.
- **Education, skills, and training:** the lack of attainment and skills in the population.
- **Health deprivation and disability:** the risk of premature death and the impairment of quality of life through poor physical or mental health.
- **Crime:** the risk of personal and material victimisation at the local level.
- **Barriers to housing and services:** the physical and financial accessibility of housing and local services, split into ‘geographical barriers’ linked to physical proximity and ‘wider barriers’ linked to access to housing.
- **Living environment:** the quality of the local environment, categorised into ‘indoors living environment’ to measure the quality of housing and ‘outdoors living environment’ to measure indicators like air quality and road traffic accidents.

Lower super output areas (LSOAs)⁶⁴ are designed to improve the reporting of small area statistics in England and Wales. They are standardised geographies intended to be as consistent as possible, with each LSOA containing approximately 1,000 to 1,500 people. In relation to the IMD 2019, LSOAs are ranked out of the 32,844 in England and Wales, with 1 being the most deprived.

In this respect, the neighbourhood area overlaps with three LSOAs. Table A4.2 below indicates which three deprivation domains are more prevalent across these LSOAs that overlap the neighbourhood area. Reflecting on this information, clearly ‘employment’ and ‘income’ in its various representations, are the main deprivation issues in the area. It is important to note that the neighbourhood area is located in a part of the country that experiences deprivation issues linked to ‘barriers to housing and services’ and ‘living environment’, though it does not experience these issues itself.

Table A4.2: IMD rankings for the neighbourhood area.

LSOA Name	Most deprived deprivation domain	Second most deprived deprivation domain	Third most deprived deprivation domain
Rutland 005D	Education, Skills and Training – 17,861 (amongst 50% least deprived neighbourhoods)	Living Environment – 22,032 (amongst 40% least deprived neighbourhoods)	Income Deprivation Affecting Older People – 23,947 (amongst 30% least deprived neighbourhoods)
Rutland 005E	Income Deprivation Affecting Children Index – 17,883	Employment – 20,316 (amongst 40% least deprived neighbourhoods)	Income – 20,517 (amongst 40% least deprived neighbourhoods)

⁶⁴ The Indices of Deprivation Explorer can be accessed [here](#).

	(amongst 50% least deprived neighbourhoods)	deprived neighbourhoods)	deprived neighbourhoods)
Rutland 005F	Employment – 15,831 (amongst 50% most deprived neighbourhoods)	Income Deprivation Affecting Children Index – 16,224 (amongst 50% most deprived neighbourhoods)	Income – 16,721 (amongst 50% least deprived neighbourhoods)

Housing tenure

As reported by Zoopla⁶⁵, the average house price in Rutland is £322,248 – with flats selling for an average of £144,748, terraced houses for an average of £236,723, semi-detached houses for an average of £266,434 and detached houses for an average of £454,932. Furthermore, according to Zoopla⁶⁶, the average house price in Uppingham is £295,950 – with flats selling for an average of £158,500, terraced houses for an average £271,207, semi-detached houses for an average of £287,917 and detached houses for an average of £402,600. This suggests that the neighbourhood area has lower than average house prices in comparison to the regional trends, but has higher than average house prices in comparison to national trends.

Figure A4.3 below represents housing tenure in the neighbourhood area according to 2011 Census data. Approximately 65.9% of the neighbourhood area households are owned outright (including those with a mortgage or loan), and 1.3% are under shared ownership. Approximately 16.2% of the UNP households are socially rented, 14.8% are privately rented, and 1.8% of households within the neighbourhood area live rent free.

It is worth noting that Uppingham town was The Midlands’ winner of The Times’ ‘Best Places to Live 2022’⁶⁷.

⁶⁵ Zoopla (2022) ‘House prices in Rutland’ can be accessed [here](#).

⁶⁶ Zoopla (2022) ‘House prices in Uppingham’ can be accessed [here](#).

⁶⁷ The Times (2022) ‘Best Places to Live 2022’ can be accessed [here](#).

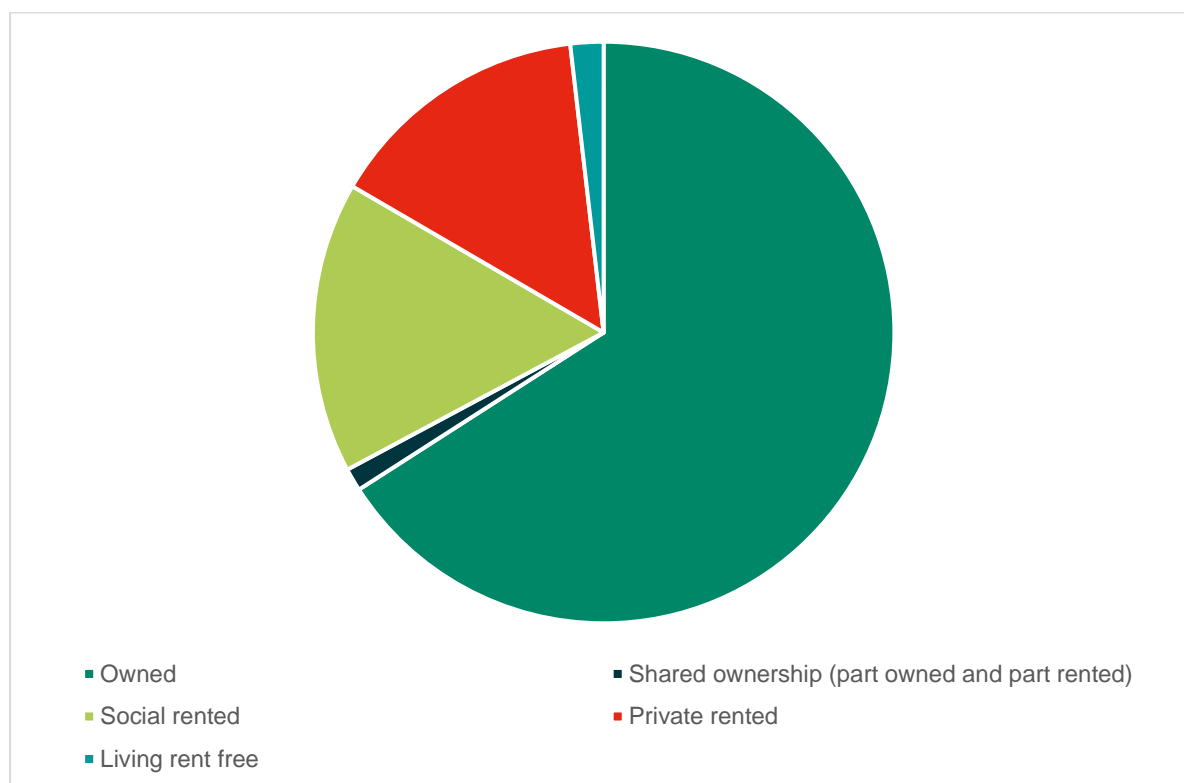


Figure A4.3: Tenure by household composition for the neighbourhood area (based on 2011 Census data)

Community assets and infrastructure

An overview of the services and facilities within the neighbourhood area is provided below^{68,69}:

- Uppingham surgery.
- Four schools, including a community college.
- Various sports clubs, including cricket and football.
- Uppingham Theatre.
- A variety of hotels, including The Hollies Bed and Breakfast.
- A skatepark.
- Allotments.
- Playgrounds.
- Small businesses, including Baines Bakery.
- Restaurants and cafes.
- A Co-op Food store.

⁶⁸ The review of the services, facilities and amenities was conducted via a high-level Google Maps search – focusing on each settlement in the neighbourhood area in turn and making a note of the different features present.

⁶⁹ Uppingham Town Council (2022) 'Useful links' can be accessed [here](#).

Green infrastructure networks

Access to gardens, parks, woodlands, and rivers have played a huge part in helping people through the COVID-19 pandemic. Almost nine in ten adults surveyed by Natural England reported that being in nature makes them feel happy, and nearly three quarters of adults were concerned about biodiversity loss in England⁷⁰.

Within the neighbourhood area, there are 17 important open spaces, which includes (but is not limited to):

- Allotments.
- Playing fields.
- Play spaces.
- The cemetery.

Additionally, the Rutland Water park is located an approximate 20-minute drive north of the neighbourhood area, and it is likely the community also accesses nature and green space through this designation. The Rutland Water reservoir also offers activities such as water sports, sailing and fishing, as well as paths for walkers and cyclists. Eyebrook Reservoir is also within a reasonable driving distance south (an approximate 15-minute journey) of the neighbourhood area, and is popular with walkers and cyclists.

Future baseline

As the population of the neighbourhood area increases and ages, there is likely to be increasing pressure on services within the neighbourhood area. This highlights the need to support the retention of existing facilities in the area, including open green space, which has been increasingly used and valued through the COVID-19 pandemic. These factors are more likely to be appropriately considered and addressed through planned development rather than unplanned development.

The suitability and affordability of housing for local requirements depends on the implementation of appropriate housing policies throughout the neighbourhood area. Unplanned development may have wider implications in terms of transport and access to infrastructure, or the natural environment.

The COVID-19 pandemic has also changed the way people work and shop. For many people, working from home is likely to continue to form part of a more flexible approach. The effects of increased levels of home working are further discussed under the 'Transportation' SEA theme.

⁷⁰ Natural England (2020) People and Nature survey can be accessed [here](#).

A.5 Historic Environment

Policy context

Table A5.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A5.1: Plans, policies and strategies reviewed in relation to the historic environment SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
National Model Design Code	2021
The National Design Guide	2019
Historic England: Heritage and Climate Change	2022
Historic England Advice Note 1: Conservation Area Appraisal Designation and Management	2019
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Historic England Good Practice Advice in Planning: The Setting of Heritage Assets	2017
Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	2016
Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans	2015
Rutland County Council - Corporate Plan 2022-2027	2022
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The key principles for the conservation and enhancement of the historic environment are as follows:
 - The historic environment is a shared resource;
 - Everyone should be able to participate in sustaining the historic environment;
 - Understanding the significance of places is vital;
 - Important places should be managed to sustain their values;
 - Decisions about change must be reasonable, transparent, and consistent; and
 - Documenting and learning from decisions is essential⁷¹.
- The significance of a place is the crucial element that supports the conservation and enhancement of the historic environment. Significance is the collective term for the sum of all the heritage values attached to a place,

⁷¹ Historic England (2008) 'Conservation Principles, Policies and Guidance for the sustainable management of the historic environment' can be accessed [here](#).

no matter what form the place takes. This means a singular building, an archaeological site, or a larger historic area, such as a whole village or landscape, can be important.

- The UNP will need to consider the principles set out in the NPPF, which seek to conserve and enhance historic environment assets in a way that compliments and works with their significance. The NPPF pursues planning policies and decisions that are understanding to local character and history without preventing or discouraging appropriate innovation and change. The NPPF supports the use of area-based character assessments, design guides and codes, and masterplans to help ensure that land is used efficiently while also creating beautiful and sustainable places.
- The NPPF indicates proposed plans should ensure the design of streets, parking areas and other transport elements reflect current national guidance including the National Design Guide and the National Model Design Code. Design codes can set out a necessary level of detail in sensitive locations. In the case of the historic environment, they can indicate specific ways to maintain local character.
- The 25 Year Environment Plan and the National Design Guide recognise and reiterate the role of the historic environment in supporting healthy and thriving ecosystems, landscapes, and cultural values. Of note in the 25 Year Environment Plan is ‘Goal 6: Enhanced beauty, heritage, and engagement with the natural environment’.
- Historic England’s Heritage and Climate Change strategy document details the impacts climate change could have on heritage in the future, and highlights the role of heritage in climate action. The vision of the document is to ensure the role of heritage in the global fight to limit climate change and its impact on people and places by 2040 – working to mitigate, manage risk and adapt.
- Historic England’s Advice Notes provide further guidance on the conservation and enhancement of the historic environment. Of relevance for the UNP is the emphasis on the importance of:
 - Understanding the different types of special architectural and historic interest that underpin designations and the consideration of how settings and / or views contribute to the significance of heritage assets.
 - Recognising the value of implementing controls through neighbourhood development plans, conservation area appraisals and management plans; and
 - Appropriate evidence gathering, including the clear identification of any issues that threaten an area, asset character, or appearance that merit the introduction of management measures.
- The Rutland County Council Corporate Strategy indicates the historic environment is a strength for the local area, as historical sites positively contribute to cultural understanding and leisure activity.
- The UNP will need to align with the policies within the adopted Local Plan which have a historic environment focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

Listed buildings

Listed buildings are nationally designated heritage assets that are protected through the Planning (Listed Buildings and Conservation Areas) Act 1990⁷². To assess the historic environment, the National Heritage List for England, provided by Historic England⁷³, has been utilised. According to this search engine, there are 106 listed buildings within the neighbourhood area: one Grade I (The Elizabethan School Room, Historic England List Entry Number: [1073171](#)), eight Grade II* and 97 Grade II. The location of these assets is shown in Figure A5.1 at the end of this theme.

The Grade II* listed buildings are as follows:

- Uppingham School Library (Historic England List Entry Number: [1073172](#)).
- Uppingham School, Chapel (Historic England List Entry Number: [1073175](#)).
- Uppingham School: School Room (Historic England List Entry Number: [1073176](#)).
- Falcon Hotel Annexe JT Backus Murrery (Historic England List Entry Number: [1073181](#)).
- Uppingham Bookshop and the Sports Shop (Historic England List Entry Number: [1073182](#)).
- Church of St Peter and St Paul (Historic England List Entry Number: [1073973](#)).
- 8, High Street West (Historic England List Entry Number: [1295140](#)).
- The Hall (Historic England List Entry Number: [1295156](#)).

Scheduled monuments

The Ancient Monuments and Archaeological Areas Act (1979)⁷⁴ allows for the investigation, presentation, and recording of matters of archaeological or historical interest, making provision for the regulation of operations or activities that could affect ancient monuments and archaeological areas. Scheduled monuments are nationally designated sites which are protected under this legislation.

According to the National Heritage List for England, there is one scheduled monument in the neighbourhood area – the Castle Hill motte and bailey, Beaumont Chase (Historic England List Entry Number: [1010925](#)).

Conservation areas

Conservation areas are designated because of their special architectural and historic interest. Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the reasons for designation and providing a greater

⁷² UK Government (1990) 'Planning (Listed Buildings and Conservation Areas) Act' can be accessed [here](#).

⁷³ Historic England (no date) 'National Heritage List for England – Search the List – Advanced Search' can be accessed [here](#). Select which heritage categories you'd like to view and enter 'Rutland' into the 'District/Unitary Authority/Borough' box and then 'Uppingham' and into the 'Parish (Civil / Non-civil)' box and press the search button at the bottom of the page.

⁷⁴ UK Government (1979) 'Ancient Monuments and Archaeological Areas Act' can be accessed [here](#).

understanding and articulation of its character - mentioned within the 'Conservation Area Designation, Appraisal and Management' advice note by Historic England.

Within the neighbourhood area there is one conservation area – Uppingham conservation area, which can be viewed on the interactive map provided by Rutland County Council⁷⁵. There is no appraisal or plan available for this conservation area. This represents a gap in the existing baseline information, and the UNP should seek to understand the special character and significance of the conservation area when considering development proposals.

Locally important heritage features

It is noted that not all of neighbourhood area's historic environment features are subject to statutory designations and non-designated features contribute a large part of what people interact with on a day-to-day basis. Although not designated, many buildings and areas are of historic interest and are important to local communities.

The Leicestershire and Rutland Historic Environment Record (HER) identifies important and distinctive structures or features that positively contribute to the local sense of place and distinctiveness of the county. Following a high-level review of the HER via the Heritage Gateway⁷⁶, it is concluded that there are 231 local records within the neighbourhood area. The Leicestershire and Rutland HER will be consulted in the following stages of the SEA process in order to explore the potential impacts associated with the plan proposals on these assets.

Heritage at risk

Since 2008, Historic England has produced an annual Heritage at Risk Register, which highlights historic environment assets that are seen to be 'at risk'. According to the 2021 Heritage at Risk Register for the Midlands⁷⁷, there are no heritage assets within the neighbourhood area that is considered to be at risk. However, it is important to recognise that Heritage at Risk registers for areas outside of London do not contain information about the status of Grade II listed buildings. As such, it is currently not possible to determine whether any of the 97 Grade II listed buildings within the neighbourhood area are at risk.

Future baseline

New development in the neighbourhood area has the potential to impact on the fabric and setting of heritage assets, for example, through inappropriate design and / or layout. It should be noted, however, that existing historic environment designations offer a level of protection to heritage assets and their settings. Additionally, the planning system has in place tools to offer a degree of protection to heritage assets and their settings, reducing the potential impacts of development to some degree. It is recognised that planning for development could provide opportunities for positive effects for the historic environment. This may include new management plans for assets 'at risk', an updated evidence base to compliment information and data associated with conservation areas, public realm and access improvements, or opportunities to better reveal the significance of an asset or increase enjoyment of the historic environment.

⁷⁵ Rutland County Council (2022) 'Development Control Map' can be accessed [here](#).

⁷⁶ Heritage Gateway (2021) 'More Detailed Search' can be accessed [here](#). Open the link, change the tab from 'map' to 'admin location', type 'Uppingham' into the administrative location search bar and press the search button at the bottom of the page.

⁷⁷ Historic England (2021) 'Heritage at Risk Register 2021 – Midlands' can be accessed [here](#).

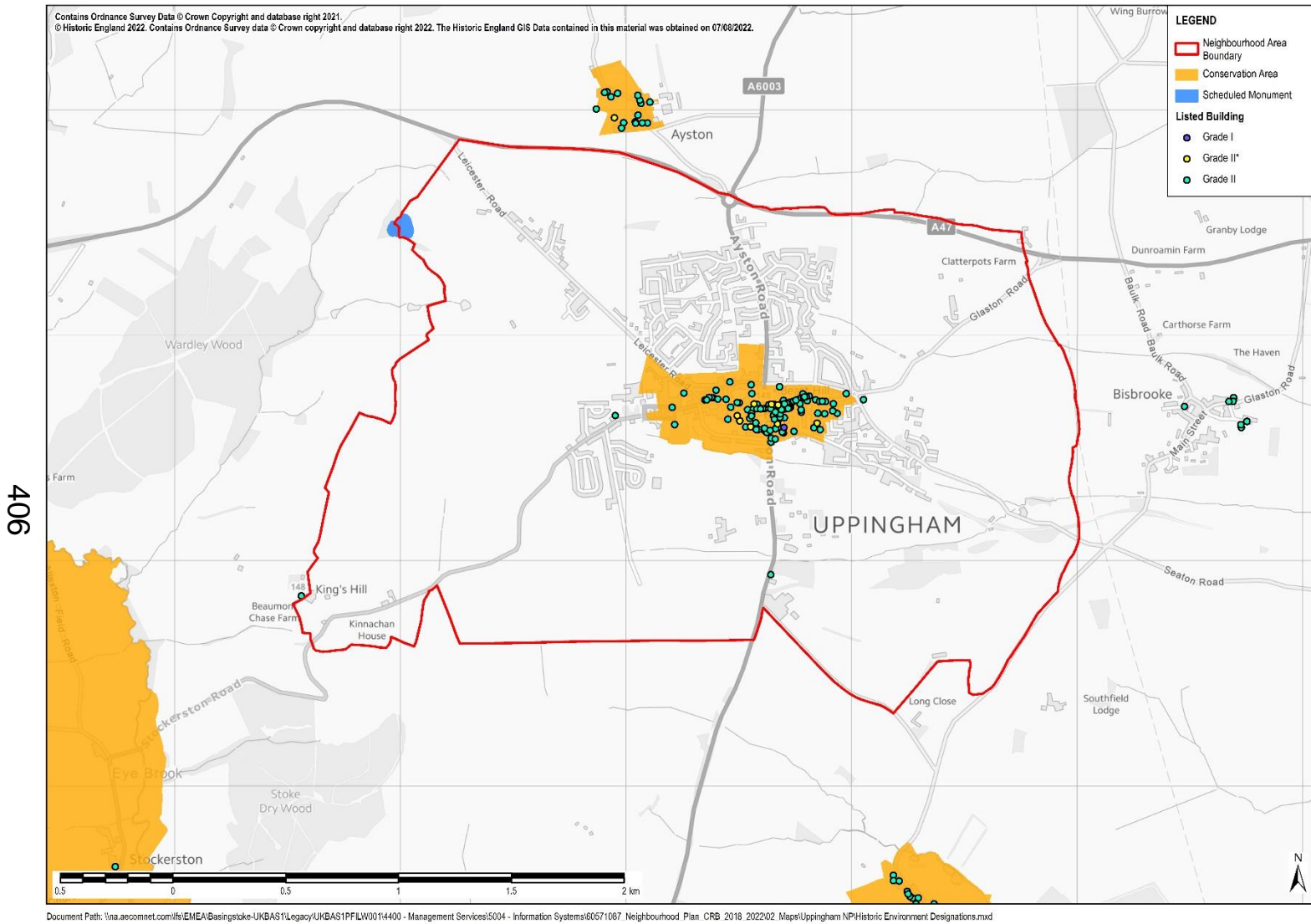


Figure A5.1: Historic environment assets within the neighbourhood area

A.6 Land, Soil and Water Resources

Policy context

Table A6.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A6.1: Plans, policies and strategies reviewed in relation to the land, soil, and water resources SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Waste Management Plan for England	2013
Future Water: The Government's water strategy for England	2011
Water for Life	2011
Safeguarding our Soils: A Strategy for England	2009
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Anglian Water: Water Resources Management Plan	2019
Severn Trent Water: Water Resources Management Plan	2019
Rutland County Council - The Adopted Local Plan	2011
Rutland County Council - Minerals Core Strategy and Development Control Policies DPD	2010

The key messages emerging from the review are summarised below:

- The UNP will need to consider the principles outlined in the NPPF which pursue the protection of high-quality soil resources and the improvement of the water environment. It recognises the wider benefits of natural capital and the need to consider the long-term implications of climate change and ways in which to build resilience in this respect. The NPPF encourages efficient land use, utilising brownfield land opportunities and land remediation schemes where appropriate and delivering environmental gains.
- The 25 Year Environment Plan discusses measures to improve soil quality, restore and protect peatlands, use water more sustainably, reduce pollution, maximise resource efficiency and minimise environmental impacts. Of note is 'Chapter 1: Using and managing land sustainably', 'Chapter 4: Increasing resource efficiency, and reducing pollution and waste', 'Goal 2: Clean and plentiful water', 'Goal 5: Using resources from nature more sustainably and efficiently' and 'Goal 8: Minimising waste'.
- Future Water: The Government's water strategy for England sets out how the water sector will look by 2030 for both people and wildlife. The vision also includes valuing and protecting water resources and delivering water to customers in a fair, affordable, and cost-reflective manner. Water for Life highlights the Government's vision for a more resilient water sector. It details the measures that will be deployed to tackle issues such as poorly

- performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.
- The Safeguarding our Soils: A Strategy for England policy paper seeks to ensure that all soils in England will be managed sustainably, and degradation threats minimised successfully by 2030. This policy paper also seeks to secure sustainable and resilient water resources in addition to the improvement in waterbody quality. The Waste Management Plan for England identifies measures being taken to move towards a zero-waste economy, which includes national waste plan which seeks to identify measures being taken to move towards a circular economy in which resources are kept in use for longer. To do this, there needs to be a maximisation in the value of resources used and a minimisation in the waste created.
 - Anglian Water's WRMP highlights the acute stresses that the catchment faces in the coming years and the challenges faced in terms of securing water resources into the future in one of the driest regions in England. The document outlines how Anglian Water aim to confront and manage these issues to ensure the timely provision of clean water to all residents in the period up to 2045.
 - Severn Trent Water's WRMP forecasts a significant deficit between water supply and demand unless action is taken. The document outlines how Severn Trent aims to confront this issue without risking the future ecological status of the water bodies in the region.
 - The UNP will need to align with the policies within the adopted Local Plan which have a land, soil and water resources focus. Due regard is also given to the emerging policies within the new Local Plan.
 - The Rutland County Council's Minerals Core Strategy and Development Control Policies Development Plan Document (DPD) sets out the Council's policies on a range of key issues that are likely to influence the strategy for minerals planning in Rutland over the plan period to 2026. It sets out a county-wide vision, measurable objectives and a coherent strategy for minerals plan, as well as development control policies against which proposals for minerals development will be judged.

Current baseline

Soil resources

The Agricultural Land Classification (ALC) classifies land into six grades (plus 'non-agricultural land' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' (BMV) land and Grades 3b to 5 are of poorer quality. In this context, there is a need to avoid loss of higher quality BMV agricultural land.

As shown in the left-hand image in Figure A6.1 overleaf, the majority of the neighbourhood area is underlain with Grade 3 'Good to Moderate' agricultural land, with areas of Grade 2 'Excellent' underlying the northern part of Uppingham Town⁷⁸.

Figure A6.1 also shows the results of Natural England's 'Predictive Best and Most Versatile (BMV) Land Assessment' for the East Midlands region in the right-hand

⁷⁸ Natural England (2010) 'Agricultural Land Classification Map East Midlands Region' can be accessed [here](#).

image. This indicates that Uppingham Town is classified as ‘urban / industrial use’, but that the rest of the neighbourhood area has a moderate and high likelihood of being BMV land⁷⁹.

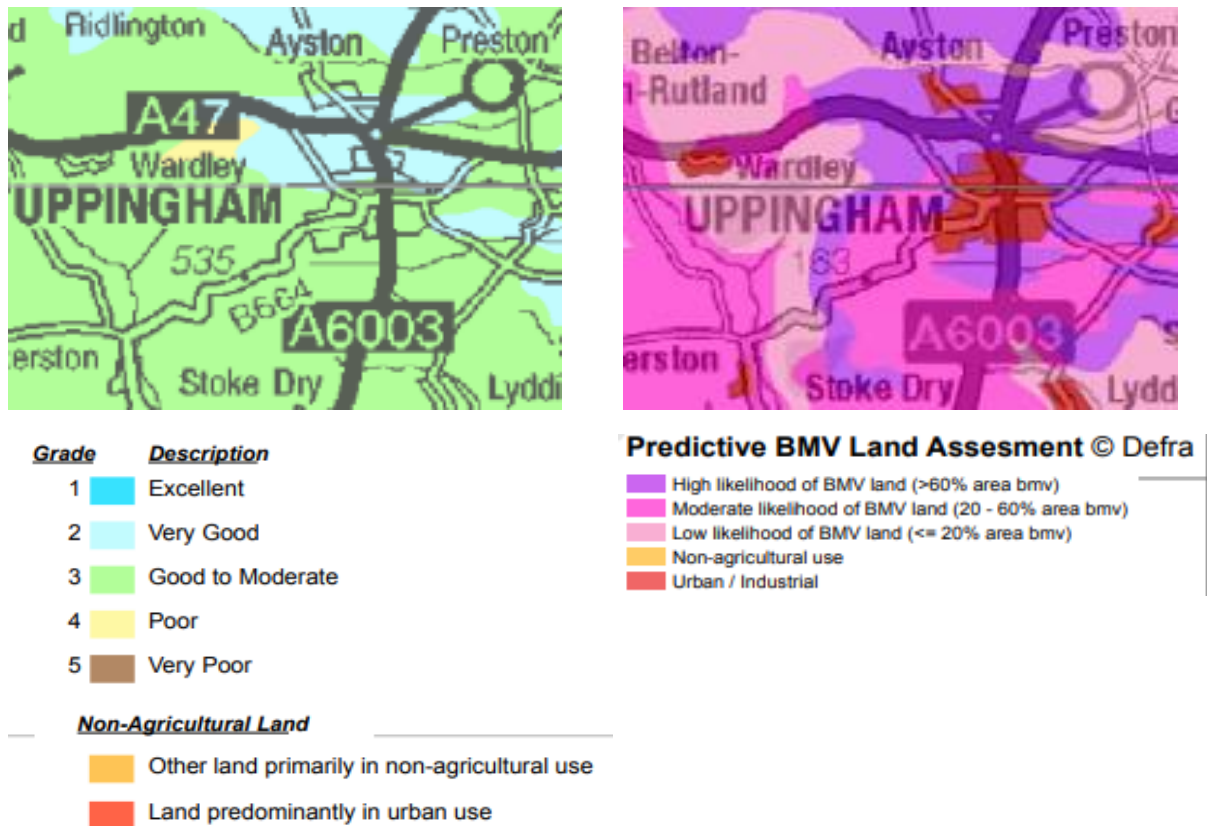


Figure A6.1: ALC and the likelihood of BMV within the neighbourhood area.

Where available, previously developed brownfield land should be the focus of development proposals, to avoid impacting on greenfield land that is better suited for other activities, such as agriculture.

Mineral resources

Mineral resources are defined as natural concentrations of minerals or bodies of rock that have the potential to be of economic interest in the present or the future due to their inherent properties. As minerals are a non-renewable resource, minerals safeguarding is deployed as the process through which it is ensured that non-minerals development does not needlessly prevent the future extraction of mineral resources⁸⁰.

According to the latest LAA, Rutland’s bedrock geology consists of mudstone, siltstone, sandstone, limestone, and argillaceous rocks. This geology comprises the following resources:

- River terrace sand and gravel.
- Sub-alluvial sand and gravel.
- Glacial/glaciofluvial sand and gravel.

⁷⁹ Natural England (2017) ‘Likelihood of Best and Most Versatile (BMV) Agricultural Land – Strategic scale map East Midlands Region’ can be accessed [here](#).

⁸⁰ UK Government’s guidance on minerals can be accessed [here](#).

- Siliceous clay; and
- Limestone.

The neighbourhood area does not overlap with mineral safeguarding areas for any of the above resources.

Water quality

The neighbourhood area is located within the Anglian Basin District. Specifically, within the Welland Management Catchment and the Welland Upper Operational Catchment. The neighbourhood area fits within three catchment areas for different waterbodies (which can be viewed on the Catchment Data Explorer⁸¹), however only one watercourse is within the neighbourhood boundaries; the Uppingham Brook. The details for these catchments are as follows:

- Two tributaries of the Uppingham Brook Water Body are located in the western part of the neighbourhood area, around Seaton Road and Glaston Road. The Uppingham Brook Water Body⁸² was awarded a bad ecological status in 2019 due to its macrophytes and phytobenthos populations and phosphate, and failed the chemical test due to the presence of priority hazardous substances, specifically mercury and its compounds and Polybrominated diphenyl ethers (PBDE).
- The Morcott Brook Water Body⁸³ was awarded a bad ecological status in 2019 due to its fish populations, and failed the chemical test due to the presence of priority hazardous substances, specifically mercury and its compounds and PBDEs.
- The Eye Brook Water Body⁸⁴ was awarded a poor ecological status in 2019 due to its fish, macrophytes and phytobenthos populations, and failed the chemical test due to the presence of priority hazardous substances, specifically mercury and its compounds and PBDEs.

Nitrate Vulnerable Zones (NVZs) represent areas at risk from agricultural nitrate pollution, identifying rules in relation to the use of fertilisers and manures as well as a requirement to prevent water pollution from farming areas⁸⁵. According to the interactive map⁸⁶, the whole neighbourhood area falls within the Surface Water S832 – River Welland NVZ, as well as the Safeguard Zone (Surface Water) SWSGZ1005.

Future baseline

New development in the neighbourhood area has the potential to impact areas of BMV agricultural land. In this context there could potentially be opportunities to avoid developing Grade 3a agricultural land by directing development toward areas of Grade 3b land where this is available. Development north of Uppingham Town should be avoided where possible to prevent development on Grade 2 land that has a high likelihood of being BMV land.

Future development has the potential to affect water quality and availability through increased consumption and pollution, wastewater discharges, water runoff and

⁸¹ Environment Agency (2022) 'Catchment Data Explorer' can be accessed [here](#).

⁸² Environment Agency (2022) 'Uppingham Brook Water Body' can be accessed [here](#).

⁸³ Environment Agency (2022) 'Morcott Brook Water Body' can be accessed [here](#).

⁸⁴ Environment Agency (2022) 'Eye Brook Water Body' can be accessed [here](#).

⁸⁵ UK Government (2018) Nitrate vulnerable zones can be accessed [here](#).

⁸⁶ UK Government (2021) Nitrate vulnerable zone designations and appeals 2021 to 2024 can be accessed [here](#).

modification. Anglian Water and Severn Trent Water are likely to maintain adequate water services over the plan period; therefore, it will be important for new development to avoid negative impacts on water quality, and instead contribute to reducing consumption and improving efficiency.

A.7 Landscape and Townscape

Policy context

Table A7.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A7.1: Plans, policies, and strategies reviewed in relation to the landscape SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
National Model Design Code	2021
The National Design Guide	2019
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The UNP should consider the principles outlined in the NPPF, which gives great weight to conserving and enhancing protected landscapes, landscape character, and scenic beauty. The scale and extent of development within these areas should be limited and development within their setting should be mindfully located and designed to avoid/minimise adverse impacts on the designated areas.
- The NPPF also recognises the role of green infrastructure in landscape settings, as well as the positive contribution that land remediation can have on despoiled, degraded, derelict, contaminated, and unstable land.
- The 25 Year Environment Plan and National Design Guide outline the same aims as one another, focusing on creating a cleaner, greener country that puts the environment first and celebrates the variety of natural landscapes and habitats present in the UK. Design is focused on creating beautiful, enduring, and successful places, which respond to local character and provide a network of high quality and green open spaces. Of note is 'Chapter 2: Recovering nature and enhancing the beauty of landscapes' and 'Goal 6: Enhanced beauty, heritage and engagement with the natural environment'.
- The National Model Design Code states that all design codes should include a landscape and open space strategy that incorporates the existing natural features and new structural elements. It recognises that landscapes can be major drivers in the design process.

- The UNP will need to align with the policies within the adopted Local Plan which have a landscape focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

The neighbourhood area does not overlap with an Area of Outstanding Natural Beauty (AONB), a National Park or a Green Belt land designation.

National character areas

National Character Areas (NCAs) are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries. This makes them valuable in creating decision-making frameworks for the natural environment.

The neighbourhood area overlaps with one NCA – 93 High Leicestershire⁸⁷, which is characterised by a network of quiet green lanes linking rural communities and a remote character, sparse settlement distribution with little modern development, ancient oak and ash woodlands and unimproved grassland, a fixed farming regime and a varied landform of geology and soils. This profile will be a useful source of reference during the following stages of the SEA process due to its management principles and its landscape sensitivity detail.

Local landscape and townscape character

Landscape and townscape character play an important role in understanding the relationship between people and place and identifying recognisable and distinct patterns in the landscape which make one area different from another. Landscape and townscape character assessments can both help identify the value of landscapes and townscapes, in terms of visual and amenity value.

According to the Rutland Landscape Character Assessment⁸⁸, the UNP is located within Landscape Character Type A High Rutland, Sub Area Ridges and Valleys. The ridges and valleys are less prominent to the west, there are few woodlands (where there are woodlands they tend to be straight-edged plantations), with mixed and arable farming and a number of historic features. It is noisier and busier due to the main roads passing through and a more dense settlement pattern; this applies to the neighbourhood area. The recommended landscape objectives for this sub area is:

- To sustain and restore the rural, mixed-agricultural, busy, colourful, diverse landscape with regular patterns, straight lines, frequent movement, many large and small historic, stone-built conservation villages that fit well with the landform.
- To protect the landscape setting and conserve and enhance the edges of villages.
- To increase the woodland cover and other semi-natural habitats whilst protecting historic features and panoramic views from the ridges.

⁸⁷ Natural England (2013) 'NCA Profile: 93 High Leicestershire (NE497)' can be accessed [here](#).

⁸⁸ Rutland County Council (2003) 'Landscape Character Assessment of Rutland (2003)' can be accessed [here](#).

Following this, the Rutland County Council Landscape Sensitivity and Capacity Study⁸⁹ places the neighbourhood area within two distinct landscape character settings – Uppingham Ridges and Valleys and Uppingham Plateau, as demonstrated in Figure A7.1 at the end of this chapter. Within the Uppingham Ridges and Valleys landscape character setting, the landscape is described as steep-sided valleys with broad ridges in-between, with arable agriculture on the flatter and higher ridges and improved/semi-improved grassland on the steeper valley sides. There is an open and exposed character due to the hedgerow character (well-maintained hawthorn with the occasional tree), and extensive views from the upper valley sides and broad ridges. Within the Uppingham Plateau landscape character setting, the landscape is described as almost entirely pasture comprised of improved or semi-improved grassland, with a regular field pattern, closely trimmed hawthorn hedges and trees that are becoming over mature. Despite being elevated, the plateau is well contained by topography, vegetation and the built up edge of Uppingham, which limits the views into and out of the plateau. The part of Ayston parish incorporated into the neighbourhood area and Uppingham neighbourhood plan is also representative of both these landscape character settings.

As part of the Rutland County Council Landscape Sensitivity and Capacity Study, several potential development sites were assessed on their landscape and settlement character sensitivity, visual sensitivity, overall landscape sensitivity, landscape value and overall landscape capacity. These sites are shown on Figure A7.1 at the end of the chapter, and the results are presented in Table A7.2 below. This document will be an essential source of evidence in the next stage of the SEA process.

Table A7.2: Landscape Sensitivity and Capacity summary table.

Site number	Landscape Character sub-area	Landscape and Settlement Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Overall Landscape Capacity
U2A	Ridges and Vales	Low to Moderate	Moderate	Moderate	Moderate to Low	Medium to High
U2B	Ridges and Vales	Moderate to High	Moderate	High	Moderate to High	Low to Medium
U3	Ridges and Vales	Moderate to High	Moderate	Moderate	Moderate to High	Medium
U4	Ridges and Vales	High	Moderate to High	High	Moderate to High	Low to Medium
U5 North	Ridges and Vales; Plateau	Low to Moderate	Moderate	Moderate	Moderate to Low	Medium
U5 South	Ridges and Vales; Plateau	High	Moderate to High	High	Moderate to High	Low to Medium

⁸⁹ Rutland County Council (2010) 'Landscape Sensitivity and Capacity Study (May 2010)' can be accessed [here](#).

Site number	Landscape Character sub-area	Landscape and Settlement Character Sensitivity	Visual Sensitivity	Overall Landscape Sensitivity	Landscape Value	Overall Landscape Capacity
U5B	Ridges and Vales	High	Moderate to High	High	High	Low
U6A	Plateau	Low to Moderate	Moderate	Moderate	Moderate	Medium
U6B	Plateau	Moderate to Low	Low	Low	Moderate to Low	Medium to High
U7A	Ridges and Vales; Plateau	High	Moderate to High	High	Moderate to High	Low to Medium
U7B	Ridges and Vales; Plateau	Low to Moderate	Moderate	Moderate	Moderate	Medium

Visual amenity

It is useful to note that views of and across the neighbourhood area are also an important factor to consider in the planning process, as the scale, height, and mass of development can ultimately impact on important views. Changes like development and landscape change can see these important views and vistas degraded overtime.

Future baseline

New development has the potential to lead to small, incremental, but cumulative changes in the landscape character and quality within the neighbourhood area. This includes the loss or damage of features and areas with an important visual amenity value. The UNP can help guide development so that it does not negatively impact upon the landscape and visual features which contribute to the distinctive character of the area.

It should be noted that the planning system has tools in place to offer a degree of protection to the landscape. Therefore, new development will not necessarily result in harm. Furthermore, locally distinctive landscape features, characteristics and special qualities can be protected, managed, and enhanced through appropriate planning policies. It is further recognised that new development that is appropriately designed and landscape led could support the area's intrinsic landscape character and quality. This could include regeneration that improves the setting of the villages, delivering green infrastructure improvements and / or new recreational opportunities and the identification and / or enhanced framing of key views.

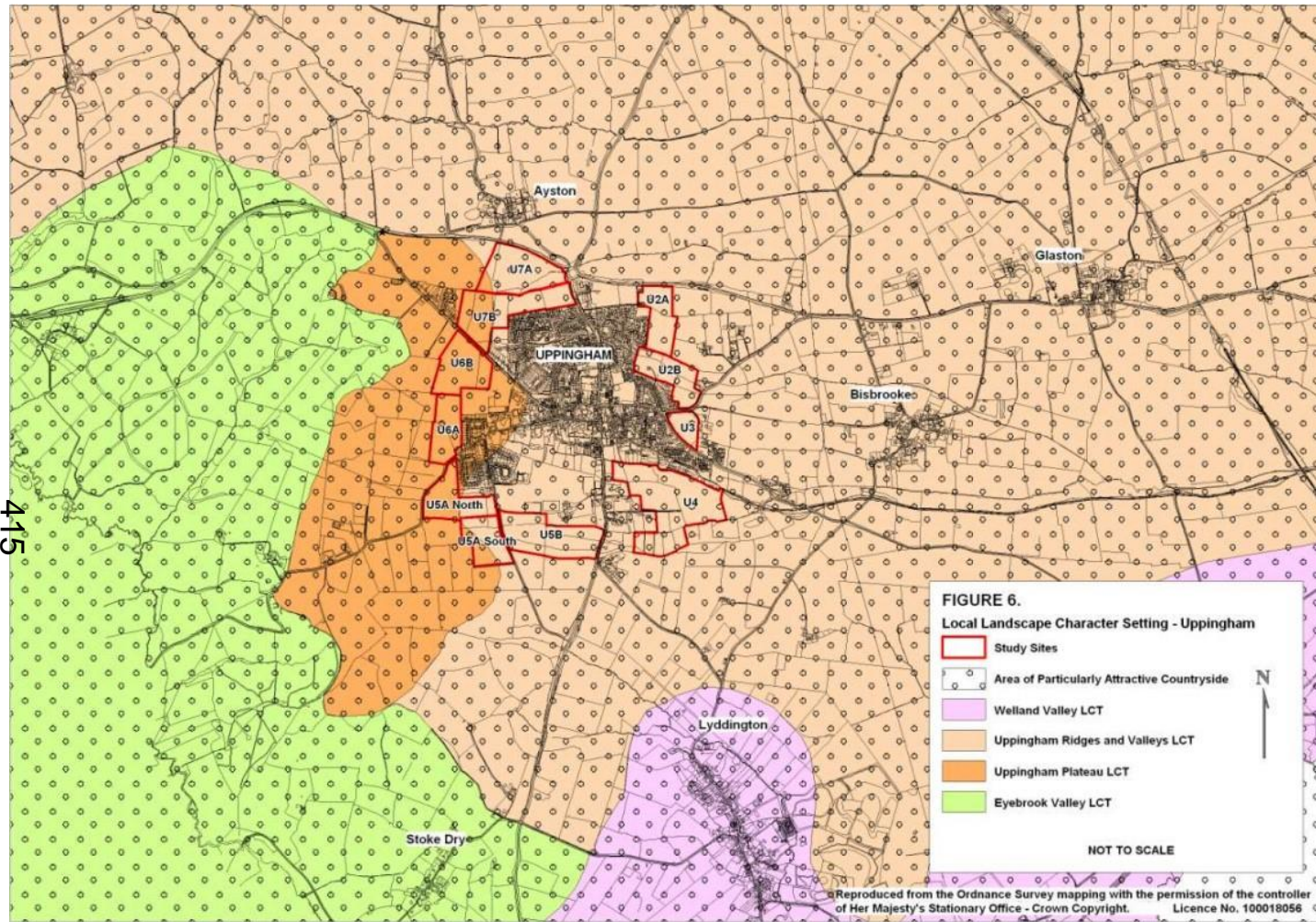


Figure A7.1: Local landscape and character for the neighbourhood area⁹⁰

⁹⁰ Rutland County Council (2010) 'Landscape Sensitivity and Capacity Study (May 2010)' can be accessed [here](#).

A.8 Transportation

Policy context

Table A8.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table A8.1: Plans, policies, and strategies reviewed in relation to the transportation SEA theme.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
Decarbonising Transport: A Better, Greener Britain	2021
Transport Investment Strategy	2017
Rutland County Council - Corporate Plan 2022-2027	2022
Rutland County Council - The new Local Plan	2022
Rutland County Council - The new Local Plan - evidence base	Various
Rutland County Council - Moving Rutland Forward - Local Transport Plan 4	2019
Rutland County Council - Passenger Transport Strategy	2019
Rutland County Council - The Adopted Local Plan	2011

The key messages emerging from the review are summarised below:

- The UNP will need to consider the principles outlined in the NPPF, which influence plans and development proposals to ensure they consider transport issues from the earliest stages, address any known issues, and maximise opportunities to increase accessibility to sustainable transport. Larger developments are expected to limit the need to travel and offer a genuine choice of transport modes. However, it is recognised that sustainable transport solutions will vary between urban and rural environments.
- Decarbonising Transport: A Better, Greener Britain sets out how the UK Government will deliver emission reductions and associated benefits in the country; presenting the path to net-zero transport in the UK and the commitments and actions necessary to make progress on this path.
- The Transport Investment Strategy sets out investment priorities to improve the connectivity, effectiveness and reliability of transport network whilst simultaneously reducing impacts on the natural environment. Furthermore, the document places great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of longer journeys.
- The Rutland County Council Corporate Strategy indicates transportation will be a vital part of the county in the future, enabling sustainable living through accessible, integrated, and sustainable transport options.
- The Moving Rutland Forward - Local Transport Plan 4 document outlines the vision for a transport network in Rutland that supports sustainable growth, meets the needs of the most vulnerable residents, and helps to improve health and wellbeing. The document is built around five themes:

- Population growth: planning for the future and meeting the needs of a growing Rutland.
 - Working in Rutland: meeting the needs of new and existing Rutland businesses, their customers, and their workforce.
 - Learning in Rutland: helping the residents reach their full potential.
 - Living in Rutland: helping Rutland residents to access essential services and supporting their health and wellbeing; and
 - Visiting and enjoying Rutland: helping tourists, visitors, and residents to access and enjoy Rutland's towns, villages, and countryside.
- The Passenger Transport Strategy outlines the strategic approach and vision for an efficient network of services that provide connectivity across Rutland, for residents and visitors alike. The focus is to ensure transport allows access to key services and facilities in a cost-effective way. This includes bus services, rail services and other public and sustainable transportation options.
 - The UNP will need to align with the policies within the adopted Local Plan which have a transportation focus. Due regard is also given to the emerging policies within the new Local Plan.

Current baseline

Rail network

There are no rail stations in the neighbourhood area. The nearest station is Oakham station, located in Oakham approximately 10.5 km north of the neighbourhood area. This station⁹¹ allows rail access to a variety of locations, including Melton Mowbray, Leicester, Peterborough, Birmingham New Street, Cambridge, Ely and Stanstead Airport.

Bus network

According to the Bustimes website⁹², there are a number of bus services operating in the neighbourhood area. Service 47 provided by Vectare no longer runs, but the company still runs services R4⁹³ and R4A⁹⁴. Service R4 provides access to Glaston, Morcott, South Luffenham, Duddington, Wansford, Castor, Ailsworth and Peterborough twice a day (once each way), and service R4A provides access to Melton Mowbray, Burton Lazars, Whissendine, Langham, Oakham and Manton twice a day (once each way).

Centrebus runs one service in the neighbourhood area – service 747⁹⁵ provide access to Belton in Rutland, East Norton, Tugby, Skeffington, Sillesdon, Houghton on the Hill, Bushby, Thurnby, Humberstone and Leicester multiple times a day.

Bland's runs one service in the neighbourhood area – service R5⁹⁶ runs multiple times a day, allowing access to Glaston, Morcott, Barrowden, South Luffenham, North Luffenham, Edith Weston, Ketton, Tinwell, Casterton and Stamford. This also

⁹¹ Great Northern Rail (2022) 'Oakham' can be accessed [here](#).

⁹² Bustimes.org (no date) 'Uppingham' can be accessed [here](#).

⁹³ Vectare (2022) 'Timetable R4' can be accessed [here](#).

⁹⁴ Vectare (2022) 'Timetable R4A' can be accessed [here](#).

⁹⁵ Centrebus (2022) '747 Uppingham – Leicester' can be accessed [here](#).

⁹⁶ Bland's (2022) 'R5' can be accessed [here](#).

operates as a school bus service to Uppingham Community College and Stamford College. Additionally, the Uppingham Hopper is a community bus service that runs between 09:00 - 16:00 on weekdays, which allows enables travel within Uppingham town via four different loops⁹⁷.

Road network and congestion

The main road in the neighbourhood area is the A6003 Ayston Road, which cuts through the middle of the neighbourhood area running north to south. This allows the neighbourhood area population easy access to Oakham in the north, and the A247 and A43 in the south, which provide links to locations including Corby and Kettering. Additionally, the A6003 connects to the A47 to the north, part of which lies within the neighbourhood area. The A47 Uppingham Road runs west to east and connects Peterborough to Leicester.

Other significant roads in the neighbourhood area include the B664 (Stockerston Road and North Street East), Glaston Road, Seaton Road and Leicester Road. Leicester Road and Glaston Road allow access to the A47 and the A6003 to the north of the neighbourhood area and running through it, Seaton Road allows access to Seaton to the south-east of the neighbourhood area and Stockerston Road allows access to Stockerston to the south-west of the neighbourhood area.

Public Rights of Way (PRoW) network

According to the digital map available on the Rutland County Council website⁹⁸, there are multiple footpaths in the neighbourhood area, which connect Uppingham town to other settlements like Ayston, Bisbrooke, Lyddington and Stockerston. Other footpaths connects parts of the neighbourhood area to each other. Additionally, a bridleway is located in the neighbourhood area to the south-west.

As well as PRoW being present in the neighbourhood area, there is also a longer walking route – the Uppingham Round⁹⁹, which is an approximate 129 kilometre walk crossing some of the most attractive countryside and moving past in view of landscape features like the Haringworth viaduct and parish churches. Additionally, there is also the Uppingham Heritage Trail¹⁰⁰, which allows walkers to appreciate 20 sites identified as being important heritage features, such as the post office, the parish church and the town hall.

Future baseline

Given the options for sustainable transport within the neighbourhood area are limited to bus services and a train station over ten kilometres away, it is likely that development in the neighbourhood area will also lead to an increase in vehicular usage. This could have an impact on the local road network, including causing congestion issues. As discussed in previous chapters, considering the COVID-19 pandemic and changing working habits, the provision of infrastructure to facilitate working from home is likely to positively contribute towards transport management. Whilst negative effects of new development on the transport network are likely to be mitigated in part by new infrastructure, there will be a continuing need for development to be situated in accessible locations.

⁹⁷ Uppingham Hopper (no date) 'Uppingham Hopper' can be accessed [here](#).

⁹⁸ Rutland County Council (no date) 'Definitive Map of PRoW' can be accessed [here](#).

⁹⁹ Discover Rutland (2015) 'The Uppingham Round' can be accessed [here](#).

¹⁰⁰ Discover Rutland (no date) 'Uppingham Heritage Trail' can be accessed [here](#).

This page is intentionally left blank

Uppingham Neighbourhood Plan

Habitats Regulations Assessment

Uppingham Town Council

Project number: 60571087 - DR-12084

November 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
Isla Hoffmann Heap Senior Ecologist	Dr James Riley Technical Director	Dr Max Wade Technical Director	Dr James Riley Technical Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
V1	08 November 2022	First issue	JR	James Riley	Technical Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:
Uppingham Town Council

Prepared by:
AECOM Infrastructure & Environment UK Limited
Midpoint, Alencon Link
Basingstoke
Hampshire RG21 7PP
United Kingdom

T: +44(0)1256 310200
aecom.com

© 2022 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Infrastructure & Environment UK Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction	6
Background to the Project	6
Legislation.....	6
Report Layout	8
2. Methodology.....	9
Introduction	9
A Proportionate Assessment	9
The Process of HRA	10
HRA Task 1: Test of Likely Significant Effect (LSEs)	11
HRA Task 2: Appropriate Assessment (AA)	11
HRA Task 3: Avoidance and Mitigation	12
The Scope	13
The ‘in Combination’ Scope.....	15
3. Background to Impact Pathways.....	16
Disturbance.....	16
Recreational Pressure	16
Mechanical and Abrasive Damage	18
Disturbance From Third Party Activities	19
Water Quantity, Level, Flow and Quality	20
4. Likely Significant Effects Test (LSEs)	23
Policy Screening	23
5. Appropriate Assessment.....	42
Disturbance: Recreational Pressure	42
Disturbance: From Third-Party Activities	44
Water Quantity, Level, Flow, and Quality	44
6. Conclusions.....	46
Appendix A Background to European sites	47
A.1 Map	47
A.2 Rutland Water SPA and Ramsar site.....	49
Introduction	49
SPA Qualifying Features	49
Conservation Objectives.....	50
Ramsar Site Features.....	50
Threats / Pressures to Site Integrity	50

Figures

Figure 1 The legislative basis for Appropriate Assessment.....	7
Figure 2 Tiering in HRA of Land Use Plans.....	10
Figure 3 Four-Stage Approach to Habitats Regulations Assessment	11

Tables

Table 1: Physical Scope of the HRA.....14
Table 2 Likely Significant Effects Test of Uppingham Neighbourhood Plan Policies 24

1. Introduction

Background to the Project

1.1 AECOM has been appointed by Uppingham Town Council to assist in producing a report to inform the Local Planning Authority's (Rutland County Council) Habitats Regulations Assessment (HRA) of the potential effects of the Neighbourhood Plan for Uppingham Parish (Regulation 14 Draft) on European designated wildlife sites. The objectives of the assessment are to:

- Identify any aspects of the Neighbourhood Plan that would cause an adverse effect on the integrity of European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs)) including, as a matter of Government policy, Ramsar sites, either in isolation or in combination with other plans and projects, and
- To advise on appropriate policy mechanisms for delivering mitigation where such effects were identified.

1.2 The HRA of the Uppingham Neighbourhood Plan (UNP) is required to determine if there are any realistic linking pathways present between a European site and the Neighbourhood Plan and where Likely Significant Effects (LSEs) cannot be screened out, analysis to inform Appropriate Assessment (AA) to be undertaken to determine if adverse effects on the integrity of the European sites will occur as a result of the Neighbourhood Plan alone or in combination.

Legislation

1.3 The need for HRA is set out within the Conservation of Habitats & Species Regulations 2017 (as amended; see below) which relates to the protection of European sites. These can be defined as actual or proposed / candidate Special Areas of Conservation (SAC) or Special Protection Areas (SPA). It is also Government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to European sites.

1.4 The HRA process applies the precautionary principle¹ to protected areas. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.

¹ The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: "*When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis*". People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

Conservation of Habitats and Species Regulations 2017 (as amended)

The Regulations state that:

“A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... shall make an appropriate assessment of the implications for the site in view of that sites conservation objectives... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site”.

With specific reference to Neighbourhood Plans, Regulation 106(1) states that:

“A qualifying body which submits a proposal for a neighbourhood development plan must provide such information as the competent authority [the Local Planning Authority] may reasonably require for the purpose of the assessment under regulation 105... [which sets out the formal process for determination of ‘likely significant effects’ and the appropriate assessment].”

Figure 1 The legislative basis for Appropriate Assessment

1.5 It is therefore important to note that this report has two purposes:

- To assist the Qualifying Body (Uppingham Parish Council) in preparing their plan by recommending (where necessary) any adjustments required to protect European sites, thus making it more likely their plan will be deemed compliant with the Conservation of Habitats and Species Regulations 2017 (as amended); and
- On behalf of the Qualifying Body, to assist the Local Planning Authority (Rutland County Council) to discharge their duty under Regulation 105 (in their role as ‘plan-making authority’ within the meaning of that regulation) and Regulation 106 (in their role as ‘competent authority’).

1.6 As ‘competent authority’, the legal responsibility for ensuring that a decision of LSEs is made, for ensuring an AA (where required) is undertaken, and for ensuring Natural England is consulted, falls on the Local Planning Authority and the Neighbourhood Plan examiner. However, they are entitled to request from the Qualifying Body the necessary information on which to base their judgment and that is a key purpose of this report.

1.7 In 2018, the ‘People Over Wind’ European Court of Justice (ECJ) ruling² determined that ‘mitigation’ (i.e. measures that are specifically introduced to avoid or reduce the harmful effects of a plan or project on European sites) should not be taken into account when forming a view on LSEs. Mitigation should instead only be considered at the AA stage. AA is not a technical term: it simply means ‘an assessment that is appropriate’ for the plan or project in question. As

² Case C-323/17

such, the law purposely does not prescribe what it should consist of or how it should be presented; these are decisions to be made on a case-by-case basis by the Competent Authority. An amendment was made to the Neighbourhood Planning Regulations in late 2018 which permitted Neighbourhood Plans to be made if they required appropriate assessment.

- 1.8 Over the years the phrase ‘Habitats Regulations Assessment’ has come into wide currency to describe the overall process set out in the Conservation of Habitats and Species Regulations from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an ‘Appropriate Assessment’. Throughout this report, we use the term Habitats Regulations Assessment for the overall process.

Report Layout

- 1.9 **Chapter 2** of this report explains the process by which the HRA has been carried out. **Chapter 3** explores the impact pathways relevant to the UNP. **Chapter 4** summarises the LSEs test of the policies and site allocations of the Plan considered ‘alone’ and ‘in-combination (all policies in the UNP are screened for LSEs in **Appendix B**). **Chapter 5** undertakes an appropriate assessment. **Chapter 6** contains the main conclusions and recommendations made in the report.

2. Methodology

Introduction

2.1 This section sets out the approach and methodology for undertaking the HRA. HRAs itself operate independently from the Planning Policy system, being a legal requirement of a discrete Statutory Instrument. Therefore, there is no direct relationship to the National Planning Policy Framework (NPPF) and the ‘Tests of Soundness’.

A Proportionate Assessment

2.2 Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.

2.3 However, the draft Department of Levelling Up Housing and Communities (DLUHC) guidance³ (described in greater detail later in this chapter) makes it clear that when implementing HRA of land-use plans, the AA should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself:

- *“The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project.”*

2.4 More recently, the Court of Appeal⁴ ruled that providing the Council (in their role as Competent Authority) was duly satisfied that proposed mitigation could be “*achieved in practice*” then this would suffice to meet the requirements of the Habitat Regulations. This ruling has since been applied to a planning permission (rather than a Plan document)⁵. In this case the High Court ruled that for “*a multistage process, so long as there is sufficient information at any particular stage to enable the authority to be satisfied that the proposed mitigation can be achieved in practice it is not necessary for all matters concerning mitigation to be fully resolved before a decision maker is able to conclude that a development will satisfy the requirements of reg 61 of the Habitats Regulations*”.

2.5 In other words, there is a tacit acceptance that AA can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers (see **Figure 2** below).

³ Department of Levelling Up Housing and Communities (DLUHC), was CLG (2006) Planning for the Protection of European Sites, Consultation Paper

⁴ No Aadastral New Town Ltd (NANT) v Suffolk Coastal District Council Court of Appeal, 17th February 2015

⁵ High Court case of R (Devon Wildlife Trust) v Teignbridge District Council, 28 July 2015

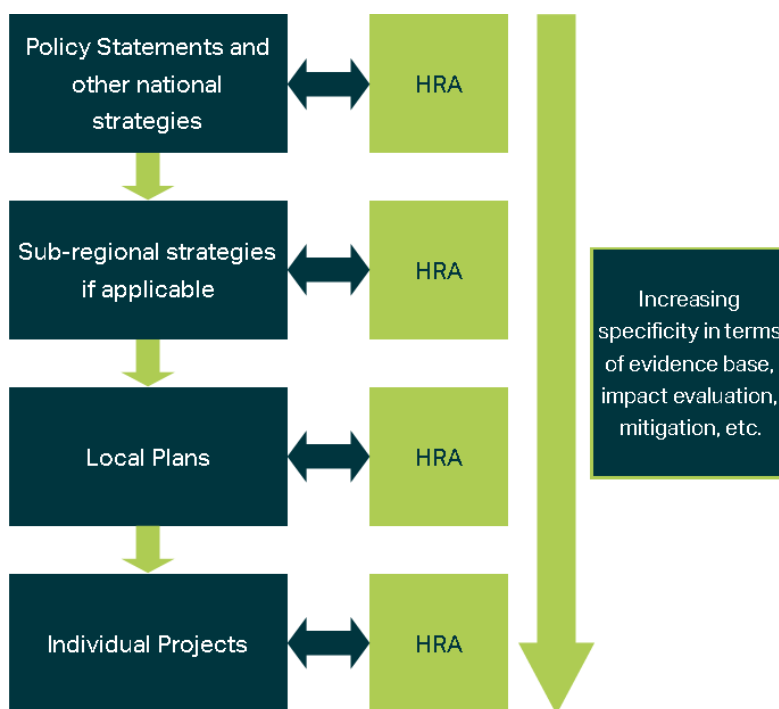


Figure 2 Tiering in HRA of Land Use Plans

- 2.6 For a plan the level of detail concerning the allocated developments is usually insufficient to make a highly detailed assessment of significance of effects. For example, precise and full determination of the impacts of a new settlement will require extensive details relating to the design of the development, including the layout of greenspace and the type of development to be delivered in particular locations, yet these data will not be decided until subsequent stages.
- 2.7 The most robust and defensible approach given that few details are available at this stage is to make use of the precautionary principle. In other words, the plan is never given the benefit of the doubt (within reasonable limits); it must be assumed that a policy is likely to have an impact on a European site unless it can be clearly established otherwise.

The Process of HRA

- 2.8 The HRA is being carried out in the continuing absence of formal central Government guidance. The former DCLG (now DLUHC) released a consultation paper on AA of Plans in 2006⁶. No further formal guidance has emerged from the DLUHC since. Natural England have produced their own informal internal guidance and Natural Resources Wales have produced guidance for Welsh authorities on “*the appraisal of plans under the Habitats Regulations*” as a separate guidance document aimed at complementing and supplementing the guidance / advice provided within Technical Advice Note 5: Nature Conservation and Planning⁷.
- 2.9 **Figure 3** outlines the stages of HRA according to the draft DLUHC guidance (which, as Government guidance applicable to English authorities is considered to take precedence over other sources of guidance). The stages are essentially

⁶ DLUHC was CLG (2006) Planning for the Protection of European Sites, Consultation Paper

⁷ Welsh Government. Technical Advice Note 5, Nature Conservation and Planning (2009)
<http://gov.wales/topics/planning/policy/tans/tan5/?lang=en> [accessed 01/12/2016]

iterative, being revisited as necessary in response to more detailed information, recommendations and relevant changes to the plan until no LSEs remain.

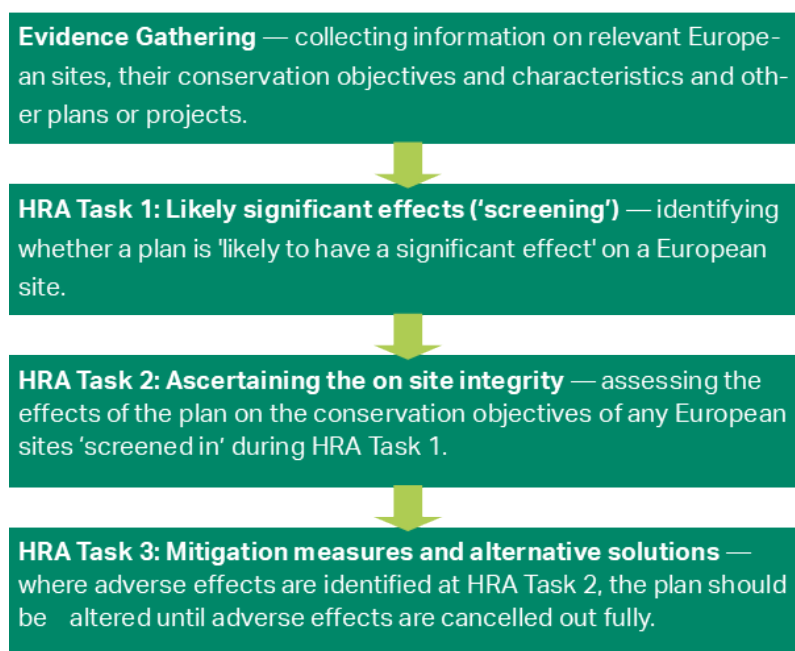


Figure 3 Four-Stage Approach to Habitats Regulations Assessment

HRA Task 1: Test of Likely Significant Effect (LSEs)

2.10 Following evidence gathering, the first stage of any HRA is a LSEs test - essentially a risk assessment to decide whether the full subsequent stage known as AA is required. The essential question is:

“Is the Plan, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?”

2.11 The objective is to ‘screen out’ those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant impacts upon European sites, usually because there is no mechanism for an interaction with European sites. This task is undertaken in Chapter 4 of this report.

2.12 In evaluating significance, AECOM has relied on professional judgment and experience of working with other local authorities on similar issues. The level of detail concerning developments that will be permitted under land use plans is rarely sufficient to allow for detailed quantification of effects. Therefore, a precautionary approach has been taken (in the absence of more precise information) assuming as the default position that if LSE cannot be confidently ruled out, then the AA is triggered. This is in line with the April 2018 court ruling relating to ‘People Over Wind’ where mitigation and avoidance measures are to be included at the next stage of assessment.

HRA Task 2: Appropriate Assessment (AA)

2.13 Where it is determined that a conclusion of ‘no LSE’ cannot be drawn, the analysis must proceed to the next stage of HRA known as AA. Case law has clarified that ‘AA’ is not a technical term. In other words, there are no particular

technical analyses, or level of technical analysis, that are classified by law as belonging to AA rather than determination of LSEs.

- 2.14 In July 2019 the Ministry of Housing, Communities and Local Government published guidance for AA⁸. Paragraph: 001 Reference ID: 65-001-20190722m explains: *‘Where the potential for likely significant effects cannot be excluded, a competent authority must make an appropriate assessment of the implications of the plan or project for that site, in view of the site’s conservation objectives. The competent authority may agree to the plan or project only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site’s integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured.’*
- 2.15 As this analysis follows on from the LSEs screening, there is a clear implication that the analysis will be more detailed than undertaken at the previous stage and one of the key considerations during AA is whether there is available mitigation that would entirely address the potential effect. In practice, the AA takes any policies or allocations that could not be dismissed following the high-level screening analysis and analyses the potential for an effect in more detail, with a view to concluding whether there would be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).
- 2.16 A decision by the European Court of Justice⁹ concluded that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the LSEs screening stage of HRA. The UK is no longer part of the European Union. However, as a precaution, it is assumed that EU case law regarding HRA will still be considered informative jurisprudence by the UK courts. That ruling has therefore been considered in producing this HRA.
- 2.17 Also, in 2018 the Holohan ruling¹⁰ was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that *‘As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, ... typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area’* [emphasis added]. This has been taken into account in the HRA process.

HRA Task 3: Avoidance and Mitigation

- 2.18 Where necessary, measures are recommended for incorporation into the UNP in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a Neighbourhood Plan (NP) document needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to the adoption of the

⁸Available at <https://www.gov.uk/guidance/appropriate-assessment#what-are-the-implications-of-the-people-over-wind-judgment-for-habitats-regulations-assessments> [Accessed: 020/01/2022].

⁹ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

¹⁰ Case C-461/17

NP, but it must provide an adequate policy framework within which these measures can be delivered.

2.19 When discussing ‘mitigation’ for a NP document, one is concerned primarily with the policy framework to enable the delivery of such mitigation rather than the details of the mitigation measures themselves since the NP is a relatively high-level policy document.

The Scope

2.20 There is no guidance that dictates the physical scope of an HRA of a plan. Therefore, in considering the physical scope of the assessment we were guided primarily by the identified impact pathways rather than by arbitrary “zones”, i.e. a source-pathway-receptor approach. Current guidance suggests that the following European sites should be included in the scope of assessment:

- All sites within the UNP area; and
- Other sites shown to be linked to development within the Uppingham Parish through a known pathway (discussed below).

2.21 Briefly defined, pathways are routes by which development can lead to an effect upon a European site. In terms of the second category of European site listed above, DLUHC guidance states that the AA should be “*proportionate to the geographical scope of the [plan policy]*” and that “*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*” (DLUHC was CLG, 2006, p.6).

2.22 The full details of all European sites discussed in this document, including their qualifying features, Conservation Objectives and threats / pressures to site integrity can be found in Appendix A, whilst their locations are illustrated in Appendix A, Figure A1. The European sites considered in this HRA are summarised in Table 1. It is to be noted that the inclusion of a European site or pathway below does not indicate that an effect will necessarily occur, but rather that these sites / pathways are investigated because there is a potential for interaction.

Table 1: Physical Scope of the HRA

European Designated Site	Location	Impact pathways potentially linking to the UNP	Other vulnerabilities listed in Natural England's SIP
Rutland Water SPA	At its closest c. 4.6 km north of Uppingham Parish boundary. At its furthest, the site is c. 10 km from the Parish boundary.	<ul style="list-style-type: none"> - Water abstraction - Inappropriate water levels - Water pollution - Public access and disturbance - Direct impact from 3rd party - Planning permission: general 	<ul style="list-style-type: none"> - Invasive species - Fisheries; freshwater
Rutland Water Ramsar site	At its closest c. 4.6 km north of Uppingham Parish boundary. At its furthest, the site is c. 10 km from the Parish boundary.	<ul style="list-style-type: none"> - Water abstraction - Inappropriate water levels - Water pollution - Public access and disturbance - Direct impact from 3rd party - Planning permission: general 	<ul style="list-style-type: none"> - Invasive species - Fisheries; freshwater

434

The ‘in Combination’ Scope

2.23 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European designated site(s) in question.

2.24 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans which in themselves have minor impacts are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee¹¹ case.

2.25 For the purposes of this assessment, we have determined that, due to the nature of the identified impacts, the key other plans and projects with potential for in-combination effects are those that are associated with the following impact pathways: water quantity, level, flow, and quality; and disturbance (both recreational pressure, and disturbance from 3rd party activities).

2.26 The following plans have been assessed for their in-combination impact to interact with the Neighbourhood Plan:

- Rutland County Council Adopted Local Plan (to 2026)¹² comprising Core Strategy Development Plan Document (DPD), Site Allocations and Policies Development Plan Document (DPD), and Minerals Core Strategy and Development Control Policies Development Plan Document (DPD)
- Rutland County Council Pre-Submission Regulation 19 Local Plan and supporting documents¹³
- Harborough Local Plan (2011 – 2031)¹⁴
- Corby Council Local Plan Documents¹⁵
- East Northamptonshire Local Plan Documents¹⁶
- North Northamptonshire Joint Core Strategy 2011-2031¹⁷
- Rutland Transport Strategy¹⁸
- Anglian Water Water Resources Management Plan 2019¹⁹

¹¹ Waddenzee case (Case C-127/02, [2004] ECR-I 7405)

¹² Available at [The Adopted Local Plan | Rutland County Council](#) [Accessed 06/10/2022]

¹³ Available at [About the Local Plan | Rutland County Council](#) [Accessed 06/10/2022]

¹⁴ Available at [Adopted Local Plan | Harborough Local Plan 2011-2031 | Harborough District Council](#) [Accessed 06/10/2022]

¹⁵ Available at [Plan Making | North Northamptonshire Council - Corby Area](#) [Accessed 06/10/2022]

¹⁶ Available at [Planning policy | North Northamptonshire Council - East Northamptonshire Area \(east-northamptonshire.gov.uk\)](#) [Accessed 06/10/2022]

¹⁷ Available at [North Northamptonshire Joint Core Strategy 2011-2031 | North Northamptonshire Council - Corby Area](#) [accessed 06/10/2022]

¹⁸ Available at [Transport Strategy | Rutland County Council](#) [Accessed 06/10/2022]

¹⁹ Available at <https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp-report-2019.pdf> [Accessed 06/10/2022]

3. Background to Impact Pathways

3.1 The HRA of the UNP has been considered in producing this HRA and identifying the potential pathways of impact. The following pathways of impact are considered relevant to the HRA of the UNP:

- Disturbance:
 - Recreational pressure
 - Disturbance from 3rd party activities
- Hydrological Conditions:
 - Water quantity
 - Water level and, flow
 - Water quality
- Atmospheric pollution

Disturbance

Recreational Pressure

3.2 Potentially damaging levels of recreational pressure are already faced by many European sites. Recreational use of a site has the potential to:

- Cause disturbance to sensitive species such as wintering wildfowl;
- Prevent appropriate management or exacerbate existing management difficulties;
- Cause damage through erosion, trampling and fragmentation; and
- Cause eutrophication as a result of dog fouling.

3.3 Different types of European sites (e.g. coastal, heathland, chalk grassland) are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects of recreation can be complex.

3.4 Disturbance effects for birds can have an adverse effect in various ways, with increased nest predation by natural predators as a result of adults being flushed from the nest and deterred from returning to it by the presence of people and dogs likely to be a particular problem. A literature review on the effects of human disturbance on bird breeding found that 36 out of 40 studies reported reduced breeding success as a consequence of disturbance²⁰. The main reasons given for the reduction in breeding success were nest abandonment and increased predation of eggs or young. Over years, studies of other species have shown

²⁰ Hockin, D., M. Oundsted, M. Gorman, D. Hill, V. Keller and M.A. Barker (1992) – Examination of the effects of disturbance on birds with reference to its importance in ecological assessments. *Journal of Environmental Management*, **36**, 253-286.

- that birds nest at lower densities in disturbed areas, particularly when there is weekday as well as weekend pressure²¹.
- 3.5 Studies have shown that birds are affected more by dogs and people with dogs than by people alone, with birds flushing more readily, more frequently, at greater distances, and for longer (Underhill-Day, 2005). In addition, dogs, rather than people, tend to be the cause of many management difficulties, notably by worrying grazing animals and can cause eutrophication near paths. Nutrient-poor habitats are particularly sensitive to the fertilising effect of inputs of phosphates, nitrogen, and potassium from dog faeces²².
- 3.6 Underhill-Day (2005) summarises the results of visitor studies that have collected data on the use of semi-natural habitats by dogs. In surveys where 100 observations or more were reported, the mean percentage of visitors who were accompanied by dogs was 54.0%.
- 3.7 However, these studies need to be treated with care. For instance, the effect of disturbance is not necessarily correlated with the impact of disturbance, i.e. the most easily disturbed species are not necessarily those that will suffer the greatest impacts. It has been shown that, in some cases, the most easily disturbed birds simply move to other feeding sites, whilst others may remain (possibly due to an absence of alternative sites) and thus suffer greater impacts on their population²³. A recent literature review undertaken for the RSPB²⁴ also urges caution when extrapolating the results of one disturbance study because responses differ between species and the response of one species may differ according to local environmental conditions. These facts have to be taken into account when attempting to predict the impacts of future recreational pressure on European sites.
- 3.8 It should be emphasised that recreational use is not inevitably a problem. Many European sites are also National Nature Reserves or nature reserves managed by Wildlife Trusts and the RSPB. At these sites, access is encouraged and resources are available to ensure that recreational use is managed appropriately. In fact Rutland Water SPA is a popular tourist destination as the reservoir is an important venue for water sports, sailing and recreational angling, as well as being very popular with cyclists and walkers. Over 45% of the site is managed by the Leicestershire & Rutland Wildlife Trust and Anglian Water as a nature reserve²⁵.
- 3.9 Where increased recreational use is predicted to cause adverse impacts on a site, avoidance and mitigation should be considered. Avoidance of recreational impacts at European sites involves location of new development away from such sites; Local Plans (and other strategic plans) provide the mechanism for this. Where avoidance is not possible, mitigation will usually involve a mix of access

²¹ Van der Zande, A.N., J.C. Berkhuisen, H.C. van Letesteyn, W.J. ter Keurs and A.J. Poppelaars (1984) – Impact of outdoor recreation on the density of a number of breeding bird species in woods adjacent to urban residential areas. *Biological Conservation*, **30**, 1-39.

²² Shaw, P.J.A., K. Lankey and S.A. Hollingham (1995) – Impacts of trampling and dog fouling on vegetation and soil conditions on Headley Heath. *The London Naturalist*, **74**, 77-82.

²³ Gill et al. (2001) - Why behavioural responses may not reflect the population consequences of human disturbance. *Biological Conservation*, **97**, 265-268

²⁴ Woodfield & Langston (2004) - Literature review on the impact on bird population of disturbance due to human access on foot. *RSPB research report* No. 9.

²⁵ Available at <http://publications.naturalengland.org.uk/file/6490629538578432> [Accessed 06/10/2022]

management, habitat management and provision of alternative recreational space:

- *Access management* – restricting access to some or all of a European site - is not usually within the remit of the Council and restriction of access may contravene a range of Government policies on access to open space, and Government objectives for increasing exercise, improving health etc. However, active management of access is possible, for example as practised on nature reserves.
- *Habitat management* is not within the direct remit of the Council. However, the Council can help to set a framework for improved habitat management by promoting cross-authority collaboration and S106 funding of habitat management.
- *Provision of alternative recreational space* can help to attract recreational users away from sensitive European sites and reduce additional pressure on them. Some species for which European sites have been designated are particularly sensitive to dogs, and many dog walkers may be happy to be diverted to other, less sensitive, sites. However, the location and type of alternative space must be attractive for users to be effective.

3.10 Development near European sites has the potential to result in increased recreational use of these sites. The types of recreational pressures differ between European sites, dependent on site-specific qualifying features and sensitivities. For sites designated for woodland, impacts of recreational use may encompass Mechanical / abrasive damage.

Mechanical and Abrasive Damage

3.11 Most types of terrestrial European designated sites can be affected by trampling, which causes soil compaction and erosion. Motorcycle scrambling and off-road vehicle use are particularly significant contributors to erosion. There have been several papers published that empirically demonstrate that damage to vegetation in woodlands and other habitats can be caused by vehicles, walkers, horses and cyclists:

- Wilson and Seney²⁶ examined the degree of track erosion caused by hikers, motorcycles, horses and cyclists from 108 plots along tracks in the Gallatin National Forest, Montana. Although the results proved difficult to interpret, it was concluded that horses and hikers disturbed more sediment on wet tracks, and therefore caused more erosion, than motorcycles and bicycles.
- Cole^{27,28} conducted experimental off-track trampling in 18 closed forest, dwarf scrub and meadow and grassland communities (each tramped between 0–500 times) over five mountain regions in the US. Vegetation cover was assessed two weeks and one year after trampling, and an inverse relationship with trampling intensity was discovered, although this relationship was weaker after one year than two weeks, indicating some

²⁶ Wilson, J.P. & Seney, J.P. (1994) Erosional impact of hikers, horses, motorcycles and off road bicycles on mountain trails in Montana. *Mountain Research and Development* 14:77-88.

²⁷ Cole, D.N. (1995a) Experimental trampling of vegetation. I. Relationship between trampling intensity and vegetation response. *Journal of Applied Ecology* 32: 203-214.

²⁸ Cole, D.N. (1995b) Experimental trampling of vegetation. II. Predictors of resistance and resilience. *Journal of Applied Ecology* 32: 215-224.

vegetation recovery. Differences in plant morphological characteristics were found to explain more variation in response between different vegetation types than soil and topographic factors. Low-growing, mat-forming grasses regained their cover best after two weeks and were considered most resistant to trampling, while tall forbs (non-woody vascular plants other than grasses, sedges, rushes and ferns) were considered least resistant. Cover of hemicryptophytes and geophytes (plants with buds below the soil surface) was heavily reduced after two weeks but recovered well after one year, indicating that these were most resilient to trampling in the long-term. Chamaephytes (plants with buds above the soil surface) were least resilient to trampling, and it was concluded that these would be the least tolerant of a regular cycle of disturbance.

- Cole²⁹ conducted a follow-up study (in four vegetation types) in which shoe type (trainers or walking boots) and trampler weight were varied. Although immediate damage was greater with walking boots, there was no significant difference after one year. Heavier trampers caused a greater reduction in vegetation height than lighter trampers, but there was no difference in effect on cover.
- Cole and Spildie³⁰ experimentally compared the effects of off-track trampling by hiker and horse (at two intensities – 25 and 150 passes) in two woodland vegetation types (one with an erect forb understorey and one with a low shrub understorey). Horse traffic was found to cause the largest reduction in vegetation cover. The forb-dominated vegetation suffered greatest disturbance but recovered rapidly. Higher trampling intensities caused more disturbance.

Disturbance From Third Party Activities

3.12 The Site Improvement Plan³¹ identifies that ‘cumulative impacts from unregulated third party activities like private firework displays in properties adjacent to the SPA, hot air balloon flights, and private aircraft flights (including microlites and military aircraft flights) are unknown. An investigation is needed to better understand the frequency of these disturbances and the cumulative impacts of these activities on the waterbirds using Rutland Water’.

3.13 As detailed in the Recreational Pressure section above, human activity can affect birds either directly (e.g. by causing them to flee) or indirectly (e.g. through damaging their habitat). Human activity can also lead to behavioural changes (e.g. alterations in feeding behaviour, avoidance of certain areas etc.) and physiological changes (e.g. an increase in heart rate) that, although less noticeable, may ultimately result in major population-level effects by altering the balance between immigration/birth and emigration/death.

3.14 Recreational pressure is not the only potential source of disturbance. Construction work taking place immediately adjacent to the designated site or functionally linked land could cause disturbance and displacement of the

²⁹ Cole, D.N. (1995c) Recreational trampling experiments: effects of trampler weight and shoe type. Research Note INT-RN-425. U.S. Forest Service, Intermountain Research Station, Utah.

³⁰ Cole, D.N. & Spildie, D.R. (1998) Hiker, horse and llama trampling effects on native vegetation in Montana, USA. *Journal of Environmental Management* 53: 61-71.

³¹ Available at <http://publications.naturalengland.org.uk/file/6533830980927488> [Accessed 06/10/2022]

designated birds. While any impact relating to demolition and construction activities will be temporary (in that birds would return once construction work ceased and the disturbance stimulus was removed) the resulting effect on population survival could be significant if it occurs during the winter/passage period and prevents birds from using feeding areas on which they rely. It should be noted that operational activities are unlikely to be temporary in nature and thus the impact of these activities could result in a more severe adverse reaction from designated bird features.

- 3.15 The degree of impact that varying levels of noise will have on different species of bird is poorly understood except that a number of studies have found that an increase in traffic levels on roads does lead to a reduction in the bird abundance within adjacent hedgerows - Reijnen et al (1995) examined the distribution of 43 passerine species (i.e. 'songbirds'), of which 60% had a lower density closer to the roadside than further away. By controlling vehicle usage they also found that the density generally was lower along busier roads than quieter roads.
- 3.16 A recent study on recreational disturbance on the Humber assesses different types of noise disturbance on waterfowl referring to studies relating to aircraft (see Drewitt 1999), traffic (Reijnen, Foppen, & Veenbaas 1997), dogs (Lord, Waas, & Innes 1997; Banks & Bryant 2007) and machinery (Delaney et al. 1999; Tempel & Gutierrez 2003). These studies identified that there is still relatively little work on the effects of different types of water-based craft and the impacts from jet skis, kite surfers, windsurfers, etc. (see Kirby et al. 2004 for a review). Some types of disturbance are clearly likely to invoke different responses. In very general terms, both distance from the source of disturbance and the scale of the disturbance (noise level, group size) will both influence the response (Delaney et al. 1999 ; Beale & Monaghan 2005). On UK estuaries and coastal sites, a review of WeBS data showed that, among the volunteer WeBS surveyors, driving of motor vehicles and shooting were the two activities most perceived to cause disturbance (Robinson & Pollitt 2002) .
- 3.17 Additionally, animals can be disturbed by the movement of ships. For instance, a DTI study of birds of the North West coast noted that: "Divers and scoters were absent from the mouths of some busier estuaries, notably the Mersey... Both species are known to be susceptible to disturbance from boats, and their relative scarcity in these areas... may in part reflect the volume of boat traffic in these areas" .
- 3.18 Disturbing activities are on a continuum. The most disturbing activities are likely to be those that involve irregular, infrequent, unpredictable loud noise events, movement or vibration of long duration. Birds are least likely to be disturbed by activities that involve regular, frequent, predictable, quiet patterns of sound or movement or minimal vibration. The further any activity is from the birds, the less likely it is to result in disturbance.
- 3.19 The factors that influence a species response to a disturbance are numerous, but the three key factors are species sensitivity, proximity of disturbance sources and timing/duration of the potentially disturbing activity.

Water Quantity, Level, Flow and Quality

- 3.20 The water supply rate and water level within European sites are important determinants of their overall condition and associated qualifying features.

Hydrological processes are critical in influencing habitat characteristics and all vegetation is dependent on the adequate water supply to varying degrees.

3.21 Maintaining a steady water supply is of critical importance for many SPAs, SACs, and Ramsar sites. A constant supply of water (within natural seasonal fluctuations) is fundamental to maintaining the ecological integrity of sites. For example, too little water supply from surface waterbodies and groundwater sources might lead to the drying of terrestrial habitats. There are two mechanisms through which urban development might negatively affect the water supply to European sites:

- The supply of new housing with potable water may require increased abstraction of water from surface waters and groundwater bodies. Depending on the level of water stress in the geographic region, this may reduce the water levels in European sites sharing the same hydrological catchment.
- The proliferation of impermeable surfaces in urban areas increases the volume and speed of surface water runoff. As traditional drainage systems often cannot cope with the volume of stormwater, sewer overflows are designed to discharge excess water directly into watercourses. Often this pluvial flooding results in downstream inundation of watercourses and the potential flooding of wetland habitats.

3.22 Increased amounts of housing or business development can lead to reduced water quality of rivers and estuarine environments. Sewage and industrial effluent discharges can contribute to increased nutrients on European sites leading to unfavourable conditions. In addition, diffuse pollution, partly from urban run-off has been identified during an Environment Agency Review of Consents process and a joint Environment Agency and Natural England evidence review, as being a major factor in causing unfavourable conditions of European sites.

3.23 The quality of the water that feeds European sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:

- At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour. Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient and so eutrophication is associated with discharges containing available nitrogen;
- Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life; and

- Increased discharge of treated sewage effluent can result both in high levels of macroalgal growth, which can smother the mudflats of value to SPA birds and in greater scour (as a result of greater flow volumes).
- 3.24 At sewage treatment works, additional residential development increases the risk of effluent escape into aquatic environments in addition to consented discharges to the catchment. In many urban areas, sewage treatment and surface water drainage systems are combined, and therefore a predicted increase in flood and storm events could increase pollution risk.
- 3.25 Uppingham is located within the East Midlands Water Resource Zone that is supplied by Southern Trent Water, and as such water supplied to Uppingham does not come from the Anglian Water owned Rutland Water reservoir.

4. Likely Significant Effects Test (LSEs)

- 4.1 This chapter provides a high-level assessment of potential impacts arising from the UNP and evaluates whether there is a realistic pathway linking to the Rutland Water SPA and Ramsar site. Where LSEs cannot be excluded using the best available evidence base, the relevant impact pathways need to be taken forward to Appropriate Assessment (AA) for a more detailed analysis.

Policy Screening

- 4.2 All policies included within the UNP were screened for LSEs (see Table 2).
- 4.3 Those policies that are identified as green in the Likely Significant Effects Test column have been screened out from LSE. Those that are identified as orange in the Likely Significant Effects Test column have been screened in and as such will be subject to Appropriate Assessment.

Table 2 Likely Significant Effects Test of Uppingham Neighbourhood Plan Policies

Policy Number/ Name	Policy Detail	Likely Significant Effects Test
<p>Policy GP1 - General principles for sustainable development</p>	<p>(a) As appropriate to their scale, nature and location, all development proposals must:</p> <ul style="list-style-type: none"> i) be appropriately located; ii) be of an appropriate scale and demonstrate a high standard of design; iii) have regard to their setting and the character of the local area; iv) not unacceptably affect the amenity of nearby residents; v) provide for sustainable transport modes (e.g. walking and cycling); vi) respect the local built, social, cultural, historic and natural heritage assets, and vii) demonstrate practical efforts to achieve (or preferably exceed) design and construction standards for sustainable development, to minimise CO2 emissions. viii) where practical, include provision for the charging of electric vehicles. <p>(b) Landowners, developers and applicants should engage with the Town Council and the local community early on in the formulation of proposals. In accordance with RCC policy, pre-application discussions for larger scale development proposals (e.g. 10+ houses or commercial development over 500m2) should involve appropriate consultation with the Town Council and local residents, in advance of an application being submitted. It is expected that RCC will apply the policies of this NP in giving any pre-application advice.</p>	<p>No Likely Significant Effects. Whilst this policy identifies types of development, it identifies sustainable development. By definition, sustainable development will not result in likely significant effects on a designated site. There are no linking impact pathways present.</p>
<p>Policy H1 (overall housing numbers and densities)</p>	<p>Sites are allocated to meet the indicative dwelling requirement of between up to 510 new dwellings during the Plan Period. On these sites, development should make the most efficient use of land, but density, design and layout must also respond to local character, context and distinctiveness. The overall density on the sites should be around 25 dwellings per hectare. Cumulative densities below this figure will not normally be supported, but it is accepted that variations may be justified based on the character of the surrounding area).</p>	<p>Potential Likely Significant Effects. This policy provides for 510 net new dwellings during the plan period. Potential linking impact pathways include:</p>

444

	<ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy H2. The provision of infrastructure associated with new housing</p> <p>Development must be accompanied by necessary investment in infrastructure, including roads, drainage, services, utilities, education, open spaces, health & community facilities and inclusive IT provision, to meet the needs resulting from the increase in population that will be the result of development.</p>	<p>No Likely Significant Effects. This policy identifies the requirement for the provision of the infrastructure associated with new housing. It identifies the need for the provision of open spaces which have the potential to divert recreational activities away from sensitive European sites. There are no linking impact pathways present.</p>
<p>Policy H3 The timing of development</p> <p>(A) It is expected that the development of the housing and mixed use sites allocated in this Neighbourhood Plan will be implemented in a timely manner. Development proposals will only be supported where land is to be used effectively and where they enable and do not prejudice possible future development and infrastructure opportunities on adjoining sites or nearby land.</p> <p>(B) For sites with an outline permission the Town Council will advise the County Council that it will not support applications for renewal unless there is clear evidence that there have been clear and justifiable reasons for any delay in implementation.</p> <p>(C) Where development on a site has not commenced within 5 years of the making of the Neighbourhood Plan or does not have a detailed planning permission/reserved matters approval, the Town Council will use the option to review the Neighbourhood Plan to consider alternative locations where there is a better prospect of development.</p>	<p>No Likely Significant Effects. This policy relates to the timing of development and the need for sites to be implemented in a timely manner. There are no linking impact pathways present.</p>

445

<p>Policy H 4: Proposed site allocations to meet the indicative dwelling requirement</p>	<p>The following six sites are allocated to meet the dwelling requirement Short and medium term (to commence within 5 years) U-HA1 Land off Leicester Road (in front of Cricket Club). For 125 dwellings U-HA2 Ayston Road. For 40 dwellings U-HA3 Leicester Road (N&S). For 163 dwellings U-HA4 Uppingham Gate mixed use site. For 65 dwellings Longer term (to commence within 3 to 8 years, subject to the access requirements) U-HA5 Beeches for 60 dwellings U-HA6 Goldcrest for 60 dwellings</p>	<p>Potential Likely Significant Effects. This policy allocates site allocations within the Plan. Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA1 Site Allocation land off Leicester Road (in front of Cricket Club)</p>	<p>The capacity of this 8.37 Ha (5.02 Ha developable) site is for up to 125 dwellings. The development should:</p> <ol style="list-style-type: none"> Provide a range of housing sizes, including single storey dwellings; Provide at least 30% affordable homes working with local providers; Adopt high quality design, materials, open space and landscaping; Include a separate access to the cricket club from Leicester Road; Retain potential for a future road connection from Leicester Road to Stockerston Road. 	<p>Potential Likely Significant Effects. This policy allocates site U-HA1 for up to 125 houses. The policy also provides a development management policy. Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA2 Site Allocation at land off Ayston Road</p>	<p>The capacity of this 4.19Ha (3.04Ha developable) site is for up to 40 dwellings. The development should provide:</p> <ol style="list-style-type: none"> A mix of housing to include 50% of dwellings as 2/3-bed bungalows, semi-detached and detached market dwellings catering for first time buyers, 	<p>Potential Likely Significant Effects. This policy allocates site U-HA2 for up to 40 houses and green</p>

446

	<p>families, and older persons; (b) Provide at least 30% affordable homes working with local providers;</p> <p>(c) Public open space incorporating a new local play area;</p> <p>(d) High quality design, materials, open space and landscaping reflective of surrounding built form and materials which are local to the area, including ironstone and red brick;</p> <p>(e) Enhanced tree planting and landscaping along the northern boundary of the site and retention of existing vegetation, specifically around the boundary of the site;</p> <p>(f) A single vehicular access point off Ayston Road;</p> <p>(g) The proposed commercial/retail development land to the north of the site.</p>	<p>space. The policy also provides a development management policy. Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA3. Site Allocation for land off Leicester Road (North)</p>	<p>The capacity of this 5.9 Ha. site is up to 163 dwellings. The development, should provide: (a) A mix of housing to include a range of bungalows, semi-detached and detached market dwellings catering for first time buyers, families, and older persons; (b) Provide at least 30% affordable homes working with local providers (c) Access in the form of a roundabout on Leicester Road; (d) Public open space to meet County Council standards and local aspirations with ownership transferred to UTC in line with the development opposite; (e) High quality design, materials, open space and landscaping reflective of surrounding built form and materials; (f) Enhanced tree planting and landscaping; (g) A single vehicular access point off Leicester Road via new roundabout.</p>	<p>Potential Likely Significant Effects.</p> <p>This policy allocates site U-HA3 for up to 163 houses and green space. The policy also provides a development management policy. Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA4 site allocation for land at Uppingham Gate (Part of mixed-use development).</p>	<p>The 3.3 Ha. site has capacity for up to 65 dwellings. (a) The mix of house types should comprise 40 houses and 25 bungalows. (b) A masterplan will be required setting out in detail how the housing element of the site is to be developed and how this links to other components of the mixed-use development. (c) The site must be developed in such a way that it will enable access to be provided to the future site 2 (Policy U-HA5 – Land off The Beeches/Hazel Close).</p>	<p>Potential Likely Significant Effects.</p> <p>This policy allocates site U-HA4 for up to 65 dwellings. The policy also provides development management policy.</p>

447

	<p>Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA5. Site allocation for land to the East of The Beeches.</p> <p>This site may be developed for up to 60 dwellings, but development should not commence until after access is resolved from the Uppingham Gate site (Site Allocation U-HA4).</p>	<p>Potential Likely Significant Effects.</p> <p>This policy allocates site U-HA5 for up to 60 dwellings. The policy also provides development management policy.</p> <p>Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy U-HA6 Goldcrest. Site Allocation for land off Goldcrest/Firs Avenue</p> <p>This site may be developed for up to 60 dwellings, but it must have proper access (primarily not through Firs Avenue) before any construction can be started</p>	<p>Potential Likely Significant Effects.</p> <p>This policy allocates site U-HA6 for up to 60 dwellings. The policy also provides development management policy.</p> <p>Potential linking impact pathways include:</p>

448

	<ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy OH1: Affordable housing</p> <p>Residential developments of 10 or more dwellings will be required to make provision, on site, for 30% of the scheme’s total capacity as affordable housing. Developments of between 6 to 9 dwellings may make contributions in the form of off-site contributions in line with the National Planning Practice Guidance. Affordable housing must:</p> <p>(a) be of a combination of sizes and tenures to meet proven local and affordability housing need, including the number of bedrooms, property type and floor space;</p> <p>(b) where affordable home ownership is included, ensure the properties meet a range of relevant local demand and local affordability;</p> <p>(c) be equivalent in standard and siting to typical open market properties of the same floorspace/number of bedrooms/general type;</p> <p>(d) be well integrated with open market housing through layout, siting, design and style. (e) to be located on sites with reasonable access to town facilities. Management arrangements must be agreed with Rutland County Council and Uppingham Town Council. There is a strong preference for locally based management and priority.</p>	<p>No Likely Significant Effect. This is a development management policy in relation to affordable housing provision. There are no linking impact pathways.</p>
<p>Policy OH2: Meeting local needs and providing flexibility</p> <p>New housing development on sites for 10 or more dwellings should include a range of house types and sizes to reflect the population, structure, existing housing stock and identified housing needs. Homes, suitable for young families and older people would be welcomed. However, smaller properties must include flexible spaces to enable adaptation:</p> <ul style="list-style-type: none"> - as families grow and more space is needed; - to enable people to work from home; and - to enable carers and relatives to support elderly people. 	<p>No Likely Significant Effect. This is a development management policy providing for meeting local needs and flexible provision. There are no linking impact pathways.</p>

449

	<p>New housing proposals must also take account of meeting identified needs for a growing ageing population by providing appropriate accommodation, including extra care and other forms of supported housing.</p>	
	<p>Policy OH3: Self-build and custom housebuilding</p> <p>Proposals for self-build and custom build housing, to be occupied as homes by those individuals who have commissioned or built them, will be supported where they are in conformity with all other relevant local and national policies and there is proven demand.</p>	<p>No Likely Significant Effect. This is a development management policy outlining requirements for self-build and custom housebuilding. There are no linking impact pathways.</p>
450	<p>Policy OH4 Infill housing</p> <p>Proposals for new housing on infill sites (up to 9 dwellings) will be supported where they:</p> <ul style="list-style-type: none"> (a) Satisfy Policy SP5 of the Rutland Site Allocations and Policies DPD; (b) Satisfy the following locally based criteria, where applicable to the location: (c) Are appropriate to the surroundings, taking into account: the character of parts of Uppingham with established dwellings set in large plots. the Conservation Area, listed buildings, archaeology, open spaces and Local Green Spaces; (d) Are not located outside the Planned Limits of Development in the current, or future Local Plans; (e) There is no unacceptable impact on the residential amenity of nearby dwellings; (f) It would not prejudice the operation of nearby commercial or industrial premises. 	<p>No Likely Significant Effect. This is a development management policy relating to infill housing. No quantum, or location of housing is identified. There are no linking impact pathways.</p>
	<p>Policy OH5: Design and access standards</p> <p>Proposals for new housing developments proposals will be expected to:</p> <ul style="list-style-type: none"> (a) Make a positive contribution to the local distinctiveness and character of Uppingham. Proposals should reinforce local identity and not have an adverse impact on the street scene and the landscape/townscape character of the area, taking account of valued landscape, townscape and heritage characteristics, including views; (b) Be of an appropriate scale, density and massing, using materials reflecting the area; 	<p>No Likely Significant Effect. This is a development management policy relating to infill design and access standards. There are no linking impact pathways.</p>

- (c) Provide sufficient private amenity space, suitable to the type and scale of development;
 - (d) Retain and incorporate important on-site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancements;
 - (e) demonstrate compliance with the Manual for Streets guidance and relevant Rutland County Council highways standards and guidance;
 - (f) Perform positively against national sustainability standards
 - (g) Ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle including connectivity to Town Centre to encourage integration, utility and recreation opportunities.
 - (h) Ensure that parking is well integrated and does not dominate the street scene;
 - (i) Ensure safe and easy access for emergency vehicles;
 - (j) Include ducting or other appropriate measures to enable (current and future) householder choice on IT services.
 - (k) Where practical, include provision for the charging of electric vehicles.
- As part of its consultative role on planning applications and in support of the Neighbourhood Plan, the Town Council will require an individual design review on any development of 25 dwellings or more or any single building of more than 1000sqm. Such reviews should be carried out by an appropriately qualified independent body and conducted within the design review guidelines of this plan at the applicant's expense.

Policy C&H1: Central Conservation Area

- Development proposals within or adjoining the Central Conservation Area will only be supported where:
- (a) They comply with the County Council's conservation and heritage policies including those for listed buildings;
 - (b) Construction materials and finishes complement the surrounding area and the character and heritage of the immediate environment;
 - (c) If appropriate to the building/location, modern replacement/new build materials should also visually complement the immediate environment;

No Likely Significant Effect. This is a development management policy relating to heritage (Central Conservation Area). There are no linking impact pathways.

	<p>(d) In the case of commercial property alterations and frontages, they complement the heritage of the immediate environment with suitable wall mounted signage; € In the case of enhancement of the street furniture, signage and street lighting, it is of a heritage appearance but also has regard for energy conservation and public safety. Any infrastructure improvements to the Central Conservation Area should complement the distinctive heritage/character and be as unobtrusive as possible. Such developments should not hinder their community use for events.</p>	
<p>Policy C&H2: Other designated heritage assets, including Listed Buildings, Important Open Spaces & Frontages and archaeological sites.</p>	<p>(1) Proposals affecting Designated Heritage Assets will only be supported where they satisfy the requirements of the Rutland Core Strategy Policy CS22 and the Rutland Site Allocations & Policies DPD Policy SP20. (2) Development will only be supported where it does not have an adverse impact on an Important Open Space and/or Important Frontage as shown on the Policies Map of the Rutland Site Allocations & Policies DPD and the Uppingham Neighbourhood Plan. (3) Proposals affecting archaeological sites and areas of archaeological potential, or their settings should demonstrate that they: (a) have taken into account the impact on above and below ground archaeological deposits, as recorded by Historic England and Rutland/Leicestershire County Councils; (b) identify mitigation strategies to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost; and (c) include an appropriate desk-based assessment or, if necessary, a field evaluation. Measures should be taken to minimise impacts of development upon the historic landscape character of the area.</p>	<p>No Likely Significant Effect. This is a development management policy relating to heritage (Other designated heritage). There are no linking impact pathways.</p>
<p>Policy TC1: Primary Retail Frontages</p>	<p>Class E (commercial, business and service) and F2 (local community) uses will be supported within the Primary Shopping Area. Proposals for other uses in the identified primary shopping frontages will only be permitted where it is demonstrated that the proposal:</p>	<p>No Likely Significant Effect. This is a development management policy relating to primary retail frontages.</p>

		<p>(a) will not result in an adverse cluster of other uses in the primary shopping area;</p> <p>(b) will retain a 'shop-like' appearance with an active frontage;</p> <p>(c) will not harm the predominantly retail character of the primary shopping areas; and</p> <p>(d) will provide a direct service to the public.</p> <p>The primary shopping frontages comprise those shown on the map below with extensions on High Street West (Nos. 1,3,7,9,11 & 13) and Queen Street (Nos 3 & 5).</p>	<p>There are no linking impact pathways.</p>
453	<p>Policy Protecting and enhancing the role of Uppingham Market Place</p>	<p>TC2: Development proposals to enhance the appearance, functioning and role of Uppingham Market Place will be supported provided that they do not have an adverse effect on heritage assets, parking provision and traffic/pedestrian safety. Developments which would adversely affect the heritage and character of Market Place and its critical role at the heart of the community, will be resisted.</p>	<p>No Likely Significant Effect. This is a development management policy relating to protecting the role of Uppingham Market Place. There are no linking impact pathways.</p>
	<p>Policy TC3: Enabling innovation and investment in the town centre</p>	<p>Proposals to create dedicated town centre premises, either through conversion or new build, to accommodate new businesses will be supported provided that other Neighbourhood Plan policies can be satisfied. This will include upper floors, where, when appropriate, residential uses will be encouraged.</p>	<p>No Likely Significant Effect. This is a development management policy relating to enabling innovation and investment in the town centre. There are no linking impact pathways.</p>
	<p>Policy Preferred locations for larger convenience stores</p>	<p>OR1: The provision of additional food/convenience stores, of an appropriate scale to meet the growing needs of Uppingham will be supported as part of a mixed-use development on an appropriate site.</p>	<p>No Likely Significant Effect. This is a development management policy relating to preferred locations for larger convenience stores. There are no linking impact pathways.</p>
	<p>Policy Employment</p>	<p>BE1: Land Land at Uppingham Gate is proposed for Class B2, B8 and/or E(gi), (gii) and (giii) uses, including small start-up units. Other employment generating uses</p>	<p>Potential Likely Significant Effects.</p>

<p>and Mixed Use Uppingham Gate</p>	<p>– and uses meeting local housing aspirations/needs will also be supported provided that:</p> <ul style="list-style-type: none"> (a) They address the local market, complementing rather than competing with facilities in Rutland and Corby, reducing the need for travel out of Uppingham to access services; (b) The design is of a high standard, including aesthetics, layout and energy efficiency, with reference to the NPPF; (c) Landscaping is incorporated within the development, including the A47 frontage, the East and South boundaries, building upon existing hedges, trees, verges and ditches; (d) Appropriate infrastructure is provided, including IT and electric vehicle charging points. <p>The other uses which may be acceptable include:</p> <ul style="list-style-type: none"> (1) A food supermarket of an appropriate size and design. (2) Accommodation for older people, including market housing and extra care units. The plan supports the development of 32 elderly person apartments, which are not part of the residential dwellings figure. (3) Entertainment, leisure and recreation facilities. (4) Mixed use so as to provide access to the East side of the town. <p>Any development on the eastern (currently undeveloped section) of the site, or beyond must include a new junction with the A47 which meets Highway Authority requirements. Access roads within the development must be designed to be capable of being extended to enable possible future development of land to the south and east.</p>	<p>This policy allocates and provides development management policy for Land at Uppingham Gate is proposed for Class B2, B8 and/or E(gi), (gii) and (giii) uses, including small start-up units. Other employment-generating uses and uses meeting local housing aspirations/needs will also be supported.</p> <p>Potential linking impact pathways for any residential element of mixed-use development include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy BE2: Commercial and community development junction of A47 and Ayston Road</p>	<p>Approximately 1.67 Ha of land is proposed for mixed use development, subject to:</p> <ul style="list-style-type: none"> (a) Access arrangement, preferably a single shared road to be agreed with RCC; (b) A high standard of design with a landmark building and associate landscaping to create an attractive entry point to Uppingham, from the north; (c) The creation of a satisfactory functional relationship with the proposed new housing to the south. 	<p>Potential Likely Significant Effects.</p> <p>This policy allocates and provides development management policy for the commercial and community development junction of A47 and Ayston Road.</p>

	<p>Potential linking impact pathways for any residential element of mixed-use development include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy BE3: Station Road Industrial Estate</p> <p>Development will be supported provided that it supports the continued use of land and premises at Station Road for Class B2, B8 and E(gi), (gii) and/or (giii) uses. In particular, development of the following changes and improvements will be encouraged.</p> <ul style="list-style-type: none"> - Explore public ownership of all the highway and upgrade of road surface; - Modernise and increase quantity of street lighting; - Surface water drainage improvements; - Improved access at the entrance to Station Road; - Introduction of a pressure pad/sensor warning light system at the London Road junction; - Improved signage on London Road and at the entrance to Station Road; - Fibre to the premise Broadband connections; - Better traffic management and improved parking; - A commercial electric vehicle charging station subject to appropriate access <p>Development proposals should not prejudice or prevent the potential for a new future point of access or egress from the eastern section of the industrial estate.</p>	<p>No Likely Significant Effect. This policy support development that allows for the continued land use at the Station Road Industrial Estate. It also provides development management policy. There are no linking impact pathways.</p>
<p>Policy BE4: The Welland Business Zone</p> <p>Proposals for commercial and business development will be supported provided that:</p> <ul style="list-style-type: none"> (a) The footprint of the garden centre/related uses) is not extended into open countryside; (b) Access and parking arrangements satisfy the requirements of the highway authority; 	<p>No Likely Significant Effect. This policy support development that allows for the continued land use at the Welland Vale Business Zone. It also provides a development management policy.</p>

455

	<p>(c) The activity does not create noise, smells or pollution; (d) The design of any new or converted buildings is appropriate to a rural setting.</p>	<p>There are no linking impact pathways.</p>
<p>Policy Information technology and communications</p>	<p>BE5: (1) All residential and employment schemes on sites allocated in this Plan will be expected to incorporate provision for fibre cables to the premises, information technology and communications infrastructure at current or future standards and to allow for future investment and improvement. Owner and/or occupier needs and preferences should be taken into account in (2) Other development proposals, including infill residential sites, retail, commercial and employment premises should make the maximum possible provision for owner determined fibre to the premise information technology and communications infrastructure taking account of location, the land/premises involved and the scale of the development.</p>	<p>No Likely Significant Effect. This is a development management policy relating to information technology and communication. There are no linking impact pathways.</p>
<p>Policy BE6: Proposed tourism development</p>	<p>Proposals which support the visitor economy in Uppingham, which are in accordance with other relevant Neighbourhood Plan policies, will be supported where they: (a) make provision appropriate in use and character to the town and its rural setting; or (b) support or enhance existing tourist and visitor facilities; or (c) support the retention and enhancement of existing overnight accommodation and the provision of new overnight accommodation; or (d) provide new tourism provision and initiatives which would also benefit local communities and support the local economy. Sustainable rural tourism development of an appropriate scale and use which utilises the conversion of existing buildings and well-designed new buildings in the countryside will also be supported where it is located adjacent to, or closely related to, the town.</p>	<p>Potential Likely Significant Effects. This policy supports tourism development. Whilst no type, location or quantum of development is identified this type of development has the potential to link to European sites. Potential linking impact pathways include:</p> <ul style="list-style-type: none"> • Disturbance (recreational pressure and disturbance from 3rd party activities) • Water Quantity, Level, Flow and Quality
<p>Policy Providing the scope</p>	<p>TR1: Development proposals around the edge of Uppingham will be supported where they can satisfy other relevant Neighbourhood Plan policies and where they can contribute to new or improved road connections.</p>	<p>No Likely Significant Effect. This is a development management policy relating to</p>

456

<p>for new/improved road connections</p>	<p>Development proposals will not be supported where they prejudice the potential for new or improved road connections.</p> <p>Proposals which would generate significant additional traffic and/or which would generate additional HGV traffic will require a Transport Assessment or Statement.</p>	<p>providing the scope for new/improved road connections. There are no linking impact pathways.</p>
<p>Policy TR2: Providing safer walking and cycling and public transport</p>	<p>Development proposals will be supported only where they incorporate measures to increase the provision of safe walking and cycling routes around the town, and better public transport. The following needs should be addressed:</p> <ul style="list-style-type: none"> (a) Access to schools, shops, community facilities and open spaces. (b) Access to employment locations. (c) Access to bus stops and public transport. (d) Access to public rights of way. (e) Access needed to provide integration/ access and recreation. <p>Development should, where possible, facilitate the provision of safer road crossings and better traffic management to improve the environment for pedestrians and cyclists.</p>	<p>No Likely Significant Effect. This is a development management policy relating to providing safer walking and cycling and public transport. There are no linking impact pathways.</p>
<p>Policy TR3: Town centre car parking</p>	<p>Development proposals will be supported where they incorporate improvements to the access, signage and usability of town centre car parking, including the provision of electric vehicle charging points. The potential to reconfigure existing on and off-street parking should also be considered.</p>	<p>No Likely Significant Effect. This is a development management policy relating to town centre parking. There are no linking impact pathways.</p>
<p>Policy TR4: Improved facilities for public transport and coaches</p>	<p>A County Council improvement scheme to address the problems caused by the present design of the roundabout at the top of Seaton Road will be supported. A review and possible re-design of the present bus interchange and access to it would also be supported.</p>	<p>No Likely Significant Effect. This is a development management policy relating to improved facilities for public transport and coaches. There are no linking impact pathways.</p>

457

458	<p>Policy CF1: Community facilities & local services</p> <p>The Plan identifies the following community facilities and local services:</p> <ul style="list-style-type: none"> - Library - Town Hall - Community Uppingham Football Club - Uppingham Bowls Club - Uppingham Cricket Club - Uppingham Library - Uppingham Scout Hall - Uppingham Church of St Peter and St Paul (C of E) - Uppingham Methodist Church <p>The improvement and extension of these buildings and the creation of new facilities will be supported, subject to compliance with other Neighbourhood Plan policies.</p> <p>The community facilities in the Uppingham will be protected. Where planning consent is required, the loss of such facilities will not be supported unless:</p> <p>(a) alternative provision of equivalent or better quality facilities (with community support evidenced by pre-application consultation and/or local surveys) is made; or</p> <p>(b) it is evident that there is no reasonable prospect of the facility being retained; or</p> <p>(c) it is evident that the service or facility is no longer economically viable; or</p> <p>(d) there is no demonstrable evidence of local use of that service or facility.</p>	<p>No Likely Significant Effect.</p> <p>This is a development management policy relating to Community facilities & local services.</p> <p>There are no linking impact pathways.</p>
	<p>Policy CF2: Investment in new and improved community facilities and services</p> <p>Direct investment in infrastructure and/or development related funding must be provided as part of new housing development (of over 11 dwellings) to ensure that community facilities and services (including health and education) are able to meet the needs of a growing population.</p> <p>Proposals for new and improved community facilities will be supported on sites which are accessible to the local community, where the requirements of other applicable NP policies can be met.</p> <p>This clause applies to provision associated with new housing and other development, other investment in new sites/facilities and existing locations</p>	<p>No Likely Significant Effect.</p> <p>This is a development management policy relating to investment in new and improved community facilities and services.</p> <p>There are no linking impact pathways.</p>

<p>Policy CF3: Potential new crematorium</p>	<p>Proposals for the development of a new crematorium within the Plan Area will be supported provided that:</p> <ul style="list-style-type: none"> (a) The site has good road, cycle and pedestrian access; (b) The design is of high quality, appropriate to a rural setting and achieves maximum environmental standards; (c) Open areas, landscaping, hedges and woodlands provide a high-quality countryside setting, to create a peaceful site and maximising habitat creation. The design process should be collaborative, including local consultation and subject to an independent design review, to ensure that the above requirements are met. 	<p>No Likely Significant Effect. This policy relates to a potential new crematorium. No location or extent is provided, merely support and development management policy. There are no linking impact pathways.</p>
<p>Policy OS1: Protect and enhance existing open spaces</p>	<p>(a) The Plan designates the area of land listed below as open spaces which will be protected. (They are shown on the map).</p> <ul style="list-style-type: none"> 1 Tod's Piece 2 Tods Piece allotments 3 Leicester Road allotments 4 Ash Close Green 5 Hog Hill 6 Beast Hill 7 Ayston Road Green and connecting footpath 8 The Beeches playgrounds and village green 9 The Elms playgrounds and village green 10 The Firs playground (Linnet Court) and green corridor between Old & New Lime Trees 11 Queens Road Green 12 Newtown Crescent Green 13 Bayley Close Green 14 Stockerston Crescent Greens 15 London Road Cemeteries (South View and The Lawn) 16 Leicester Road Cemetery 17 Land within and the South of The Elms (recently completed housing scheme) 	<p>No Likely Significant Effect. This is a development management policy relating to the protection and enhancement of existing open spaces. Open spaces have the potential to divert recreational pressures away from sensitive European sites. There are no linking impact pathways.</p>

459

	<p>(b) Development proposals which enhance or improve existing sites will be supported.</p> <p>(c) Development proposals which would reduce the quality or quantity of these facilities will only be supported if existing facilities are replaced at a better quality or quantity and in a sustainable location.</p> <p>The policy also covers the incidental and amenity open spaces within housing areas which, although smaller, are all nonetheless important to the community.</p> <p>This policy will also apply to open spaces created within the proposed new housing sites</p>	
<p>Policy OS2: Open space provision within new housing developments</p>	<p>(a) Larger scale new housing development (10+ dwellings) should include the provision of:</p> <ul style="list-style-type: none"> (i) Green spaces to meet the recreation needs arising from the development and for the benefit of wildlife; (ii) Green corridors to help bring the countryside into the built environment; (iii) Tree planting and other landscaping using native species to enhance the appearance. <p>Provision of larger open spaces should be made within or adjoining the development unless it is not practical or viable to do so and agreement has been reached on that point with the Town and County Councils. In such circumstances, land and/or a commuted sum should be made available to those authorities to enable appropriate provision to be made.</p> <p>All incidental or amenity open space provision must be within the new development</p> <p>(b) The level of provision should be in accordance with the standards operated by Rutland County Council, set out in the adopted Site Allocations & Policies DPD Policy SP22.</p> <p>(c) Arrangements must be put in place for the long term maintenance of any open spaces created or enlarged/improved</p>	<p>No Likely Significant Effect.</p> <p>This is a development management policy relating to open space provision within new housing developments. Open spaces have the potential to divert recreational pressures away from sensitive European sites.</p> <p>There are no linking impact pathways.</p>

460

4.4 Most policies relate to development management, implying that they are not associated with linking impact pathways. However, eleven policies provide for a development that could be linked to a sensitive European site (Rutland Water) due to potential links and are screened in for further assessment. These are:

- Policy H1 (overall housing numbers and densities). This policy provides for 510 net new dwellings during the plan period.
- Policy H 4: Proposed site allocations to meet the indicative dwelling requirement. This policy allocates site allocations within the Plan.
- Policy U-HA1 Site Allocation land off Leicester Road (in front of Cricket Club). This policy allocates site U-HA1 for up to 125 houses. The policy also provides a development management policy.
- Policy U-HA2 Site Allocation at land off Ayston Road. This policy allocates site U-HA2 for up to 40 houses and green space.
- Policy U-HA3. Site Allocation for land off Leicester Road (North). This policy allocates site U-HA3 for up to 163 houses and green space.
- Policy U-HA4 site allocation for land at Uppingham Gate (Part of mixed-use development). This policy allocates site U-HA4 for up to 65 dwellings.
- Policy U-HA5. Site allocation for land to the East of The Beeches. This policy allocates site U-HA5 for up to 60 dwellings
- Policy U-HA6 Goldcrest. Site Allocation for land off Goldcrest/Firs Avenue. This policy allocates site U-HA6 for up to 60 dwellings.
- Policy BE1: Employment Land and Mixed Use – Uppingham Gate. Supports mixed-use development at this location including residential. No quantum of residential development is provided.
- Policy BE2: Commercial and community development junction of A47 and Ayston Road. Supports mixed-use development at this location including residential. No quantum of residential development is provided.
- Policy BE6: Proposed tourism development. This policy supports tourism development. Whilst no type, location or quantum of development is identified this type of development has the potential to link to European sites

4.5 Potential linking impact pathways discussed are:

- Disturbance: Recreational pressure;
- Disturbance: From Third-Party Activities; and,
- Changes to water quantity, level, flow, and quality.

5. Appropriate Assessment

- 5.1 Due to the relatively small quantum of development provided within the UNP and the distances from the Neighbourhood Boundary to Rutland Water SPA and Ramsar site (between 4.6 and 10km), it is considered that there is not potential for linking impact pathways in isolation. The following assessment is undertaken with in-combination effects in mind.

Disturbance: Recreational Pressure

- 5.2 At its closest, Rutland Water SPA and Ramsar site is located c. 4.6 km north of Uppingham Parish boundary. At its furthest, the site is c. 10 km from the Parish boundary. The SPA and Ramsar site are potentially vulnerable to recreational pressures. It is noted in the Site Improvement Plan that issues arising from recreational pressure are at present a threat and are currently not adversely impacting upon the SPA and Ramsar site.
- 5.3 As previously detailed, the area of the SPA and Ramsar site coincides with Rutland Water SSSI. The SSSI contains three units, all of which are listed as being in 'Favourable' condition³².
- 5.4 Rutland Water is a large public water supply reservoir built in 1975. It is owned and operated by Anglian Water and remains an active water supply reservoir. In addition to its function as a key water supply reservoir, it is also extensively used for a variety of non-motorised water sports such as sailing, windsurfing, kayaking, canoeing, and stand-up paddleboarding attracting visitors from across the country. The site includes a café, parking, and toilet facilities. Water sports are limited to the eastern extent of the reservoir, away from the bird interest features to the west of the reservoir.
- 5.5 Circa 45% of the site is a wildlife reserve managed with wildlife in mind by Leicestershire and Rutland Wildlife Trust. Two visitor centres are provided along with associated parking provisions. The site contains an extensive network of managed pathways and public rights of way leading to viewing points around the reservoir for bird watching and to the shoreline.
- 5.6 Figures from Anglian Water suggest that the site welcomes c. 1 million visitors a year. The site is heavily managed for recreational activities to occur alongside the internationally important wildlife site and its features without adversely affecting them.
- 5.7 There is no identified evidence to suggest that local growth will result in an adverse effect on Rutland Water designated site as a result of increased recreational activities on the site. Recreational visitors come from great distances to enjoy the facilities at the site and activities appear to be sufficiently managed to enable the international site to continue to meet its conservation objectives. Nonetheless, the actual recreational capacity of the site is not known, and any increase in recreational threat, no matter how small, has the potential to turn the current threat from recreational activities within the site into a pressure that

³² Available at: [SSSI detail \(naturalengland.org.uk\)](https://www.naturalengland.org.uk) [Accessed 05/10/2022]

- impacts upon the designated features and the ability of the site to maintain its conservation objectives.
- 5.8 Rutland County Council's (RCC) current adopted Core Strategy sets out the overall housing target for Uppingham up to 2026. This was followed in 2014 by the Council's Site Allocation and Policies Development Plan Document (DPD). At the time of writing (November 2022) RCC are in the early stages of developing a new Local Plan. This will cover housing, education provision, transport infrastructure, healthcare provision, provision for leisure facilities, and open and green spaces. No further details are available. The quantum of housing provided within the UNP is beyond that provided in the current adopted Core Strategy and as such cannot be de facto assessed under the overarching current Core Strategy HRA assessment.
- 5.9 However, in 2020, an HRA was undertaken of the then emerging Pre-Submission Draft RCC Local Plan (which has since been withdrawn)³³. This assessed the then new housing quantum to be delivered within Rutland. The HRA detailed that whilst new local housing provision has the potential to increase the recreational threat/ pressure within the Rutland Water SPA and Ramsar site to a very small extent (in comparison to the national visitors to the site), the access patterns within the site are well understood, recreation within the site is well managed and visitor capacity can be managed within the site. The site itself is privately owned and managed, and as such the number of visitors to the site can be managed, as can the location and timing of activities within the site.
- 5.10 Rutland's' Core Strategy policy CS24- Rutland Water provides detail to ensure that development provided by the Core Strategy does not result in adverse effects on the integrity of Rutland Water. This policy is in relation to development within the Rutland Water Area which is defined as comprising the reservoir and its immediate surroundings. Uppingham is located outside of the Rutland Water Area. Further, RCC's Site Allocation and Policies DPD provides additional protection to the designated site in the form of Policy SP26 – Rutland Water Recreation Areas. This includes text that states that '*New development will be limited to small scale recreation, sport and tourist uses within the five defined Recreation Areas. In all cases it will need to be demonstrated that the development within the designated Recreation Areas would: c) not be detrimental to the special nature conservation interests of Rutland Water (including the conservation objectives for the RAMSAR site, Special Protection Area and Site of Special Scientific Interest and the requirements of the Habitats Regulations)...*'.
- 5.11 Neither the HRA of the Pre-Submission Draft RCC Local Plan, the existing Rutland Core Strategy, RCC's Site Allocation and Policies DPD nor the current adopted Uppingham Neighbourhood Plan have identified the need for avoidance or mitigation strategies to ensure that adverse effects on integrity do not result. As such, based on the currently available information, it is considered that local increases in residential development are not considered to be of concern with regard to increased recreational pressure at Rutland Water SPA and Ramsar site. It can be concluded that the development provided within the UNP will not result in an adverse effect on integrity.

³³ Wood (2020). Rutland County Council Local Plan Habitats Regulations Assessment.

Disturbance: From Third-Party Activities

5.12 As detailed in the Recreational Pressure Screening for Likely Significant Effects section, recreational threats within the Rutland Water Area stem from regional visitors rather than local visitors. Rutland's Core Strategy policy CS24- Rutland Water provides detail to ensure that development provided by the Core Strategy does not result in adverse effects on the integrity of Rutland Water. This policy is in relation to development within the Rutland Water Area which is defined as comprising the reservoir and its immediate surroundings. Uppingham is located outside of the Rutland Water Area.

Water Quantity, Level, Flow, and Quality

5.13 Rutland Water is a large public water supply reservoir built in 1975. It is owned and operated by Anglian Water and remains an active water supply reservoir. The 2011 Water Cycle Study³⁴ details that Rutland Water has a small natural upstream catchment with small inputs from the River Gwash and the Eggleton Brook. The majority of the water within the reservoir is pumped from the River Welland and the River Nene. Uppingham is located within the headwaters of the River Welland and as such a link exists between the designated site and development in Uppingham.

5.14 The water levels within the reservoir are extensively managed by Anglian Water for the purposes of public water supply management. The Site Improvement Plan³⁵ identifies that to date abstraction and associated fluctuations in water levels within the reservoir are not affecting the bird populations within the site. However, planned increases in abstraction will alter the water levels within the site and appropriate compensatory mitigation has been provided in the form of mitigation waterbodies. The European Site Conservation Objectives: supplementary advice on conserving and restoring site features³⁶ states that *'Consented changes to the water abstraction regime at Rutland Water have resulted in the provision of new wetland habitats for water birds. Most of this provision is within the existing boundary of the SPA but a proportion of the provision (lagoons 4, 5 and 7) is also provided outside of the SPA boundary (i.e. Habitats Regulations compensation). All these areas are being positively managed for water birds and will provide alternative habitats to off-set the negative impacts on the non-breeding water bird assemblage when the new water abstraction regime is implemented.'*

5.15 The 2011 Water Cycle Study identifies that Uppingham is located in the East Midlands Water Resource Zone, supplied by Severn Trent Water. As such water supply to Uppingham is not managed by Anglian Water which owns and manages Rutland Water, and as such, there is no potential linking impact pathway present between Uppingham and Rutland Water site as a result of increased water demand stemming from an increase in development identified by the UNP. There is no potential for adverse effects on integrity.

³⁴ Available at [Water and flooding | Rutland County Council](#) [accessed 01/11/2022]

³⁵ Available at <http://publications.naturalengland.org.uk/file/4556196973379584> [accessed 01/11/22]

³⁶European Site Conservation Objectives: supplementary advice on conserving and restoring site features. Rutland Water Special Protection Area (SPA) Site code: UK9008051 Available at <http://publications.naturalengland.org.uk/file/6490629538578432> [accessed 04/11/2022]

5.16 According to the Water Industry Environment Programme (WINEP), Uppingham is served by Uppingham Wastewater Treatment Works (WwTW) which discharges into Uppingham Brook located on the upper reaches of the River Welland³⁷. As detailed above, water is pumped from the River Welland to Rutland Water, and as such, there is the potential for a linking impact pathway between development provided by the Neighbourhood Plan in Uppingham and Rutland Water. The Water Framework Directive (WFD) identifies that Uppingham Brook has deteriorated from Moderate Ecological Status in Cycle 1 (2009 – 2014), to Bad Ecological Status during Cycle 2 (2013 - 2019). The Upper Brook is currently (WFD Cycle 3) identified as being in Bad Ecological Status, in part due to its elevated phosphate levels. Phosphate inputs into the Brook primarily stem from discharges from sewage treatment works and agricultural inputs³⁸. However, **Natural England issued a letter to competent authorities in March 2022 identifying internationally designated sites that they deemed to be potentially at risk from increased nutrient levels. Rutland Water was not identified as one of these waterbodies, and as such the Bad Ecological Status within Uppingham Brook linking to Rutland Water is not considered to result in an adverse effect on integrity of the designated site and associated features.**

³⁷ Available at [Water Industry National Environment Programme \(data.gov.uk\)](https://data.gov.uk) [accessed 02/11/2022]

³⁸ Available at [Phosphate RNAG in Uppingham Brook | Catchment Data Explorer](#) [accessed 02/11/2022]

6. Conclusions

6.1 HRA was undertaken of the Neighbourhood Plan for Uppingham Parish (Regulation 14 Draft) (UNP). A Likely Significant Effects test was undertaken of Plan policy and site allocation in relation to Rutland Water SPA and Ramsar site. Potential linking impact pathways considered are:

- Disturbance: Recreational pressure;
- Disturbance: From Third-Party Activities; and,
- Changes to water quantity, level, flow, and quality

6.2 Following appropriate assessment, it was concluded that there are no realistic linking impact pathways between the UNP and any internationally designated sites (Rutland Water SPA and Ramsar site) and as such it can be concluded that no adverse effects on integrity would arise alone or in combination.

Appendix A Background to European sites

A.1 Map

A.2 Rutland Water SPA and Ramsar site

Introduction

6.3 Rutland Water SPA is a large public water supply reservoir created in 1975 and located within the county of Rutland in the central lowlands of England. The reservoir is by area the largest water body in England and by capacity, It combines extensive areas of open water with a complex of wetland and lakeside habitats, including lagoons, islands, mudflats, reedswamp, marsh, old meadows, pastures, scrub and mature woodland. The terrestrial and marsh habitats occur primarily at the western end of the reservoir. Broad-leaved semi-natural woodland in the area of the former Burley fish ponds is dominated by species of willows *Salix spp.* and poplars *Populus spp.*, while elsewhere mixed deciduous small woodlands have been widely planted. Areas of grassland include old ridge and furrow pastures which in the more poorly drained areas contain such characteristic plants as lady's smock *Cardamine pratensis* and marsh marigold *Caltha palustris*. Marsh dominated by rushes *Juncus spp.* occurs at the edges of the lagoons, while stands of common reed *Phragmites australis* and bulrush *Typha latifolia* have been planted in shallow water. The plant communities of the drainage dykes are characterised by bulrush, branched bur-reed *Sparganium erectum* and mare's-tail *Hippuris vulgaris*, while those of the lagoons include pondweeds *Potamogeton spp.*, Canadian waterweed *Elodea canadensis* and spiked water-milfoil *Myriophyllum spicatum*. The diversity and management of terrestrial, marsh and aquatic habitats at Rutland Water have made it one of the richest reservoir locations for wintering and passage wildfowl in Britain being particularly notable for its numbers of mallard, shoveler, gadwall, teal, wigeon, pochard, tufted duck and goldeneye. The diversity of waders using the site on passage is outstanding for an inland site, while the diversity of the population of breeding waterfowl is of increasing significance. The area of the SPA and Ramsar site, coincides with Rutland Water SSSI. The SSSI contains three units, all of which are listed as being in 'Favourable' condition³⁹.

SPA Qualifying Features⁴⁰

6.4 Designated for its Annex I species:

- A051 (Non-breeding (NB)) *Anas strepera*; Gadwall
- A056 (NB) *Anas clypeata*; Northern shoveler
- Waterbird assemblage
 - A005(NB) *Podiceps cristatus* Great crested grebe
 - A050(NB) *Anas penelope*: Eurasian wigeon
 - A051(NB) *Anas strepera*: Gadwall
 - A052(NB) *Anas crecca*: Eurasian teal
 - A056(NB) *Anas clypeata*: Northern shoveler
 - A061(NB) *Aythya fuligula*: Tufted duck

³⁹ Available at: [SSSI detail \(naturalengland.org.uk\)](https://naturalengland.org.uk/SSSI-detail) [Accessed 05/10/2022]

⁴⁰ Available at: <http://publications.naturalengland.org.uk/file/6752614733578240> [Accessed 05/10/2022]

- A067(NB) *Bucephala clangula*: Common goldeneye
- A070(NB) *Mergus merganser*: Goosander
- A125(NB) *Fulica atra*: Common coot

Conservation Objectives⁴¹

'With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed below), and subject to natural change;

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site'

Ramsar Site Features⁴²

6.5 Principal Features: A very large artificial, freshwater reservoir, fringed by a mosaic of wetland habitats which display succession from open water to semi-natural mature woodland. The most interesting semi-terrestrial habitats occur mainly at the western end of the lake and include lagoons, reed swamp, marsh and damp meadows. Stands of *Phragmites* and *Typha* have been planted in shallow parts of the lagoons, whilst deeper areas support *Potamogeton*, *Elodea* and *Myriophyllum*. Counts of wintering water birds regularly exceed 20,000 individuals (21,427*), including internationally important numbers* of *Anas strepera* (1,498) and *A. clypeata* (511) and nationally important numbers of several other *Anatidae*. The area is also of regional importance for breeding and passage birds. About 15km of shoreline at the western end of the lake are managed as a nature reserve by the Leicestershire and Rutland Trust for Nature Conservation.

*All figures are average peak counts for the five winters 1987/88 to 1991/92.

Threats / Pressures to Site Integrity⁴³

6.6 The following threats and pressures to the integrity of Rutland Water SPA and Ramsar site are identified in Natural England's Site Improvement Plan:

- Water abstraction
- Inappropriate water levels

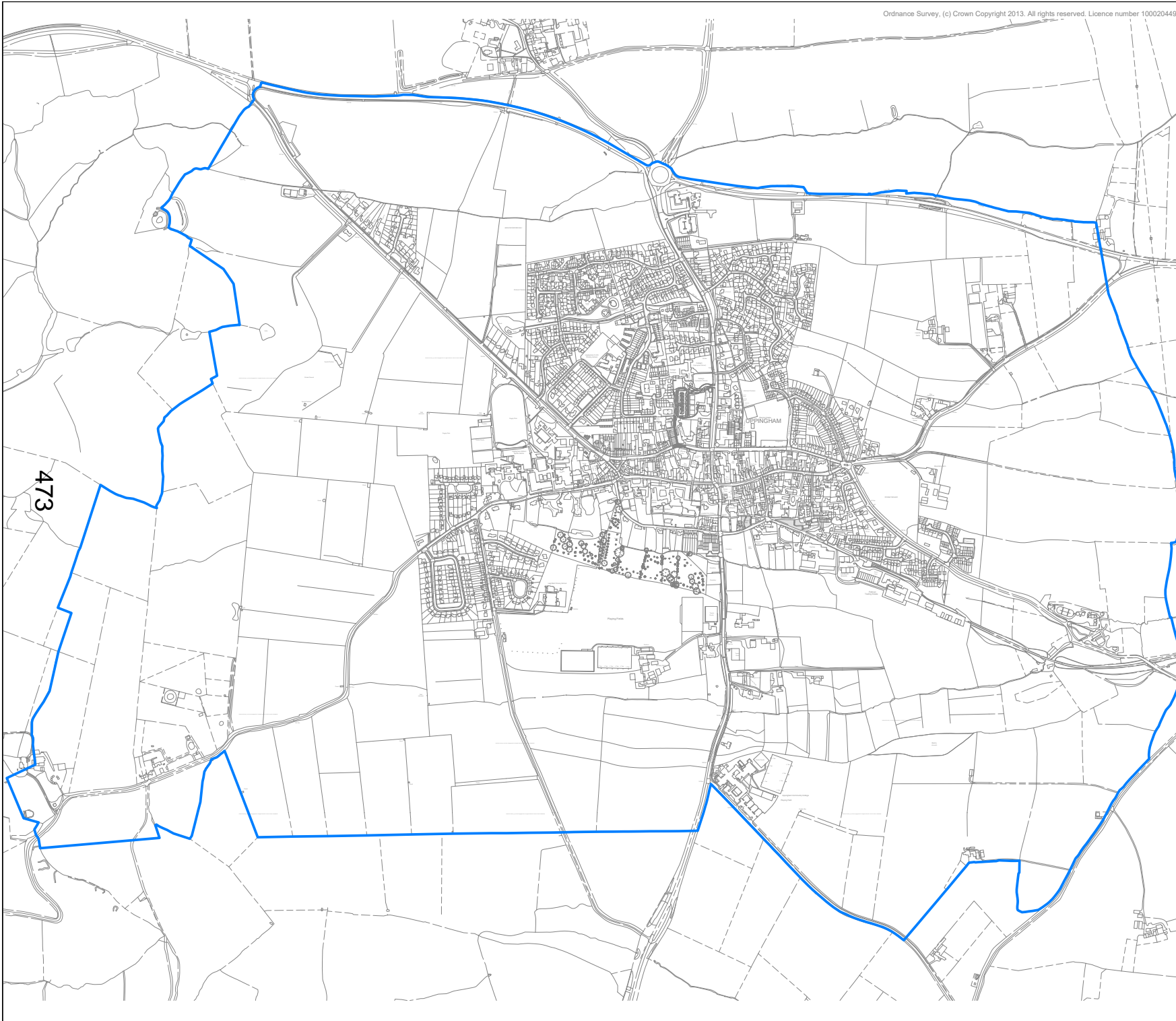
⁴¹ Available at: <http://publications.naturalengland.org.uk/file/6533830980927488> [Accessed 05/10/2022]

⁴² Available at: [UK046D93 \(ramsar.org\)](http://uk046d93.ramsar.org) [Accessed 05/10/2022]

⁴³ Available at: <http://publications.naturalengland.org.uk/file/4556196973379584> and [UK046D93 \(ramsar.org\)](http://uk046d93.ramsar.org) [Accessed 05/10/2022]


- Direct impact from 3rd party
- Invasive species
- Water pollution
- Planning permission: general
- Public access and disturbance
- Fisheries; freshwater

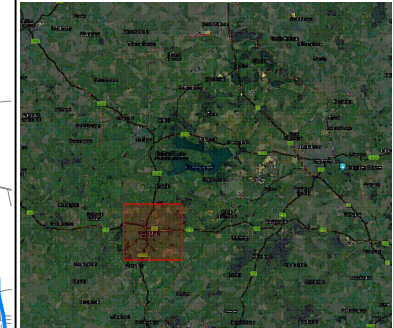
This page is intentionally left blank



Do not scale from this drawing
All dimensions to be checked on site

Notes:

 Neighborhood Plan Area



LOCATION

A REG-18 Submission Document 18.05.2023
Rev Amendment: Date:

Site:
**UPPINGHAM - RUTLAND -
UPPINGHAM TOWN COUNCIL**

Title:
**UPPINGHAM NEIGHBOURHOOD
PLAN DESIGNATED AREA**

Scale: 1:15,000 / A4 Date: Sept. 2022

Drawn: XC Rev: A

Org.no: UP-NP-DA-0001



This page is intentionally left blank

CABINET

12 September 2023

KING CENTRE REPLACEMENT BOILERS

Report of the Portfolio Holder for Planning and Property

Strategic Aim:	A modern and effective Council	
Key Decision: No	Forward Plan Reference: FP/140723	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr P Browne, Portfolio Holder for Planning and Property Cllr A Johnson: Deputy Leader and Portfolio Holder for Resources	
Contact Officer(s):	Penny Sharp, Strategic Director Places	07973 854906 psharp@rutland.gov.uk
	Lewis Hopcroft, Senior Building Surveyor	07824499229 lhopcroft@rutland.gov.uk
	Trushal Kavia, Senior Estate Surveyor	07973854893 TKavia@rutland.gov.uk
Ward Councillors	Cllr T Carr Cllr H Zollinger-Ball	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the procurement model and award criteria for boiler replacement at The King Centre
2. Authorises the Strategic Director Places, in consultation with the Portfolio Holders with responsibility for Finance and Property Services, to award the contract resulting from this procurement in line with the Award Criteria
3. Approves the Capital Budget of up to £87k for the Boiler Replacement Project.

1 PURPOSE OF THE REPORT

- 1.1 The boilers at The King Centre need replacement. This report sets out the background detail and requests approval for the procurement model and award criteria, award of the contract and approval of Capital Budget to meet the expected

costs.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The King Centre is a managed business centre let to commercial tenants. The Council provides services including heating to the property. All occupiers pay rent and a service charge for heating, lighting, repair and other services provided. There are two boilers providing heat to office units and common parts and hot water to kitchens and WCs.
- 2.2 The King Centre was built in 1977 and acquired by the Council in 2010. The current boilers were installed in 2009 and have had regular and persistent faults and breakdowns despite the Council carrying out regular servicing and maintenance. This has resulted in periods when heating and hot water are not available affecting occupiers and causing reputational damage to the Council.
- 2.3 Repair costs of c£25,000 have been incurred for the boiler and plant room since 2018, with c£11,500 being spent on the boilers alone. These regular and persistent faults and repairs are having an adverse effect on the limited maintenance budget available for the property. In addition, managing the faults and repairs and tenant liaison impacts on Property Services limited resources.
- 2.4 Recent investigations have established the current boilers were not installed to manufacturers' requirements by the previous owners and were fitted too close together. Extension of The King Centre and associated heating system modifications, prior to Council acquisition, have resulted in an inadequate sized boiler room for the size of plant required. This has caused problems for Property Services when accessing the boilers leading to inadequate servicing. Ventilation of the boiler room is inadequate resulting in overheating of the space causing Boiler No 1 to fail regularly. Repair works are required to the flue.
- 2.5 Both boilers have been assessed as beyond economic repair due to their age and the issues stated above. In order to continue safe use of the boilers in the short term it is necessary to have a regular regime of 3 monthly servicing at a cost of c£450 per visit. Boilers are normally only serviced annually.

3 DECISION TO RENEW.

- 3.1 The boilers are now c14 years old and combined with insufficient servicing and poor installation. This has significantly shortened the expected or typical lifespan of 20 years.
- 3.2 The Council commissioned an independent report to assess the boilers and their installation. The report stated both boilers are beyond economic repair, the risk of boiler failures is heightened and action to replace the boiler plant is required.
- 3.3 The independent report provided options and recommendations with estimated costs for a solution to resolve the issues and replace the boilers.
- 3.4 The specification setting out the detail of work and installation is required for the procurement.

4 OPTIONS

4.1 The Options are as follows, with budget costs.

4.1.1 **Option 1 - Retain one existing boiler and remove the other boiler - Estimated Cost £16,500.**

This option removes the problem boiler and provides better access to the remaining boiler for ongoing servicing and maintenance.

- **Advantages**

a) Lowest cost option.

- **Disadvantages**

a) Retaining a single boiler would reduce the heat output below the required capacity to heat the building. The reduced output is estimated at only 75% of requirement needed to heat the building.

b) The remaining boiler is approaching the end of life, and therefore less reliable with a heightened risk of immediate failure leaving the building without any heat.

c) Does not address the short and long-term heating requirements of a commercially occupied building.

Comment:

This option is dismissed due to the heating capacity/demand required not capable of being met, and risks with boiler failure in the single remaining.

4.1.2 **Option 2 - Temporary hired packaged boiler plant – Estimated Cost £30.1k with £56k ongoing annual hire charge.**

This option is the hire of a packaged boiler plant. The packaged plant is a complete solution with the new boiler and associated equipment in a secure container placed outside the property and connected to the existing building heating and hot water distribution system. Gas boilers, including those in a packaged plant unit, typically have a life expectancy of up to 20 years.

- **Advantages**

a) Minimal impact internally.

b) Addresses the short- and long-term heating requirements of the building.

c) Swift installation.

d) Can be changed or surrendered to accommodate any changes in building which require increased/reduced heating capacity.

e) Maintenance costs for the packaged boiler plant are included in the hire charge.

- **Disadvantages:**

- a) Does not address the long-term heating requirements of the building.
- b) Significant hire costs – budget annual hire charge £56k.
- c) Hire costs would have an impact on the Revenue Budget if not classed as Capital.

Comments:

Dismissed on grounds of ongoing rental of £56k.

4.1.3 **Option 3 - New Packaged Boiler Plant – Estimated cost £86.9k**

This option is the purchase of a packaged boiler plant. The packaged plant is a complete solution with the new boiler and associated equipment in a secure container placed outside the property and connected to the existing building heating and hot water distribution system. Gas boilers, including those in a packaged plant unit, typically have a life expectancy of up to 20 years.

- **Advantages:**

- a) Minimal impact internally.
- b) Addresses the short- and long-term heating requirements of the building.
- c) Swift installation.
- d) Can be changed or surrendered to accommodate any changes in building which require increased/reduced heating capacity.

- **Disadvantages**

- a) Annual servicing costs of c£450 are required.
- b) Little time for payback depending on the future of the asset.

Comments:

Preferred option as provides an effective solution, allows swift installation and has minimal impact on the building. If heating requirements change and increased capacity is required, the purchased boiler plant could be changed easily but would incur a cost. Dependent on age the boiler plant could have some monetary value if sold. The estimated cost of procurement for the packaged boiler plant is up to £86.9k.

4.1.4 **Option 4 - Do Nothing**

Doing Nothing is not an option as the Council has an obligation to provide adequate heating and a safe environment to its tenants, staff and others using The King Centre.

In the event of a catastrophic boiler failure during the winter months, there will be no heating available. The Council has limited supply of portable electrical heaters and

is unable to supply heaters for all occupiers. In addition, using portable electrical heaters places an unacceptable load on the electrical supply, increasing the risk of an electrical circuit failure.

Hot Water is supplied to the kitchen and welfare facilities via hot water cylinder, heated by the heating system. This can be switched to electrically heated supply thus enabling continuous hot water with or without the boilers.

5 PROGRAMME

5.1 The boilers need to be replaced before the next winter heating season in October 2023. The boiler installation can be commissioned during the start of the winter season and monitored throughout.

5.2 Duration of the installation is estimated at c3 weeks.

5.3 Planning advice will be sought regarding the New Packaged boiler installation.

6 PROCUREMENT

6.1 Under Contract Procedure Rules Rule 16 it is proposed to procure through East Midlands Efficiency Frameworks - 0026 Lot 2 - Commercial Heating & Hot water with a mini competition undertaken.

6.2 Award of the contract will be delegated to the Strategic Director of Place, in consultation with the Portfolio Holders responsible for Property and Finance.

7 RISKS

7.1 The final procurement sum may be higher than expected but the preferred Option 3 costs are based on estimates, with a 5% contingency included for both the works element and fees.

7.2 If the procurement is not approved, or there is a delay in installing the new boiler, this could result in a delay providing adequate heating to the property. As explained above limited alternative heating can be provided to some tenants only but it is not possible to safely heat the entire building using only electrical heaters.

7.3 If there are no working boilers during winter heating season it could result in the need to close the King Centre causing significant costs, reputational damage and loss of rental income (c£136,000 pa) to the Council.

8 CONSULTATION

8.1 Consultation has taken place internally with Senior Officers and Elected Members of the Council, at the Corporate Asset Project Board and with Cllr P Browne, Portfolio Holder for Planning and Property and Cllr A Johnson Deputy Leader and Portfolio Holder for Resources, Strategic Director for Places, Strategic Director for Resources and the Councils Contract Commissioning team and Finance Team, and Welland Procurement. Rutland County Council corporate procedures have been followed.

9 ALTERNATIVE OPTIONS

- 9.1 Alternative Options 1 and 2 as described in Section 4 above have been discounted on the grounds of cost, practicality, and suitability to provide a cost effective and appropriate solution. Therefore Option 3 provides the required solution to ensure the heating requirements of the building are met in a cost-effective manner.
- 9.2 The Council has an obligation to provide adequate heating and a safe environment to its tenants, staff and others using The King Centre. If the heating system fails the Council will not be able to maintain services and may need to close the Property, which would have adverse reputational and financial impacts for the Council, the tenants and users of the King Centre as well as the local economy.

10 FINANCIAL IMPLICATIONS

- 10.1 Repair costs since 2018 have been c£25k.
- 10.2 Increased service regime to address issues affecting the current boilers and installation have incurred additional costs of £900 to date this financial year.
- 10.3 The replacement boilers installation costs of up to c£87k are classed as Capital Replacement with no capital budget currently allocated.
- 10.4 The indicative Capital Allocations Report (197/2022) Allocated £1.661m of capital receipts for optimising the use of assets, it is proposed that £87k of capital receipts be allocated to this project.
- 10.5 Maintenance and running costs for the packaged boiler plant are estimated to be c£450 pa excl VAT and are in line with current utility expenditure and typical maintenance and servicing costs for modern boilers.
- 10.6 The King Centre produces a rental income of c£136,000 pa. The boiler replacement will help to maintain this income stream for several years.
- 10.7 The high-level cost outline of the project is as per the table below: -

Item	Cost
Works (Including 5% Contingency)	£73,162
Professional Fees (incl of internal staff recharge)	£11,574
Fees	£1,500
5% Contingency on Fees	£654
Total Cost of Works	£86,890

- 10.8 The expected life of the asset is 20 years as per paragraph 4.1.3. Based on the Total cost of £86,890 the annual depreciation charge will be £4.3k.

11 LEGAL AND GOVERNANCE CONSIDERATIONS

- 11.1 Authorisation to Procure and award a contract is required from Cabinet under Contract Procedure Rule 16 Procurements for contracts valued between £50,000 p.a. and the Current Goods and Services UK Procurement Threshold of £4,447,447.
- 11.2 A Building Regulation Application required under Part L of the Building Regulations.

11.3 Planning advice will be sought regarding the new external boiler plant.

12 DATA PROTECTION IMPLICATIONS

12.1 A Data Protection Impact Assessments (DPIA) Stage 1 has been completed. No adverse or other significant risks/issues were found. A copy of the DPIA can be obtained from Lewis Hopcroft lhopcroft@rutland.gov.uk

13 EQUALITY IMPACT ASSESSMENT)

13.1 An Equality Impact Assessment (EqIA) has not been completed for the following as there are no service, policy or organisational changes being proposed.

14 COMMUNITY SAFETY IMPLICATIONS

14.1 Not applicable.

15 HEALTH AND WELLBEING IMPLICATIONS

15.1 Provision of new boilers will ensure The King Centre is heated sufficiently to provide a safe working environment.

16 ORGANISATIONAL IMPLICATIONS

16.1 Environmental implications

16.1.1 No environmental implications

16.2 Procurement Implications

16.2.1 The boiler works will be procured via EEM Framework, compliant with Public Contract Regulations 2015. The specification setting out the detail of work and installation required will be sourced through the Scape Framework – Perfect Circle.

16.2.2 Social Value

As a not-for-profit organisation, EEM Framework chooses to distribute its operating surplus to the membership in the form of Community Donations. These donations are split proportionally between members, based on their spend through the framework in the previous financial year. Suppliers spend on materials through their supply chain for contracts with EEM members also contributes to members' Community Donations.

EEM Framework supports SME's and currently 99% of the frameworks supply chain is SME.

17 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

17.1 The recommendations set out in Option 3 of this report are supported as it will ensure the Council is able to adequately heat the property, continues to provide business space to its occupiers and prolongs the useful life of the property.

18 BACKGROUND PAPERS

18.1 Indicative Capital Allocations Report (Report No. 197/2022 – Cabinet – December

2022)

19 APPENDICES

19.1 There are no appendices to the report.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

CABINET

12 September 2023

MEMBERSHIP OF THE LEICESTERSHIRE SAFER COMMUNITIES STRATEGY BOARD AND DOMESTIC ABUSE LOCAL PARTNERSHIP BOARD

Report of the Portfolio Holder for Highways, Transport, and the Environment

Strategic Aim:	All	
Key Decision: No	Forward Plan Reference: FP/250823	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr C Wise, Portfolio Holder for Highways, Transport and the Environment	
Contact Officer(s):	Penny Sharp, Strategic Director of Places	01572 758160 psharp@rutland.gov.uk
	Tom Delaney, Democratic Services Manager	01572 720993 tdelaney@rutland.gov.uk
Ward Councillors	NA	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the arrangements for Rutland County Council to join the formal membership of the Leicestershire Safer Communities Strategy Board and the Domestic Abuse Local Partnership Board.
2. Notes that these arrangements are in addition to the Council's existing Rutland-based arrangements, which will continue.

1 PURPOSE OF THE REPORT

- 1.1 To seek Cabinet approval for Rutland County Council to join the formal membership of the Leicestershire Safer Communities Strategy Board and the Domestic Abuse Local Partnership Board.

2 BACKGROUND

- 2.1 Safer Communities Strategy Boards were set up as a result of the Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.

- 2.2 These Boards coordinate community safety priorities across the local authority area and includes representatives from the Council and the “responsible authorities” (including, Police, Public Health, Fire and Rescue, Probation Service, and the Police and Crime Commissioner).
- 2.3 Rutland County Council’s body for these purposes is the Safer Rutland Partnership Strategic Board and is chaired by the Portfolio Holder with responsibility for Community Safety.
- 2.4 Domestic Abuse Local Partnership Boards are required as a result of Section 58 of the Domestic Abuse Act 2021.
- 2.5 They provide a governance and consultative role for certain functions including:
 - 2.5.1 Assessing the need for accommodation-based domestic abuse support for all victims.
 - 2.5.2 Supporting the development and publication of the Domestic Abuse Reduction Strategy and giving effect to the Strategy (through monitoring commissioning / de-commissioning needs).
 - 2.5.3 Ensuring representation of marginalised groups and those who are underrepresented in local services.
- 2.6 Rutland County Council’s body for these purposes is the Rutland Local Abuse Partnership Board.
- 2.7 In addition to these arrangements, the Council’s Portfolio Holder with responsibility for Community Safety has attended meetings of Leicestershire’s equivalent bodies as a non-voting observer.

3 PROPOSED MEMBERSHIP CHANGES

- 3.1 It is proposed Rutland County Council’s membership of Leicestershire’s Boards be formalised as voting members, whilst retaining its own arrangements for regulatory purposes.
- 3.2 Crime, anti-social behaviour and domestic abuse matters are not restricted to County boundaries. The proposal will provide opportunities to better share information, intelligence and resources and help reduce duplication of work with many of the stakeholders involved covering both Leicestershire and Rutland, such as Public Health and the Police and Fire Services.
- 3.3 In addition, this will provide greater alignment with the geography of the Leicester, Leicestershire and Rutland Resilience Forum and other sub-regional partnership arrangements for health and children’s services.
- 3.4 Leicestershire County Council’s Cabinet received a report on the matter at their meeting on 23 May 2023 and approved the proposed arrangements.
- 3.5 The Leicestershire Safer Communities Strategy Board and the Domestic Abuse Local Partnership Board at their meetings on 29 September will be asked to agree the change of membership and any consequent changes to their respective Terms of Reference.

4 CONSULTATION

- 4.1 There is no statutory requirement to consult on this matter. Initial discussion has taken place and the proposed change to the membership of the Boards is supported by officers from both authorities, and Leicestershire County Council's Cabinet.

5 ALTERNATIVE OPTIONS

- 5.1 Rutland County Council could choose not to become a formal voting member of the Leicestershire's bodies. However, this may limit the Council's ability to participate and benefit from strategic developments and initiatives within the sub-region. It may also result in duplication of effort and participation of key stakeholders.

6 FINANCIAL IMPLICATIONS

- 6.1 There are no substantive financial implications arising from the recommendations in this report.

7 LEGAL AND GOVERNANCE CONSIDERATIONS

- 7.1 The Crime and Disorder Regulations 2007 place a duty on each 'County Area' to create a Safer Communities Strategy Board. Required membership is specified, however Section 8(6) of the Regulations allows membership to include "such other persons as the county strategy group invites."
- 7.2 The Domestic Abuse Act 2021 places a duty to create a Domestic Abuse Partnership Board to advise the Council about its functions under s57 and the provision of local authority support in its area. Statutory guidance issued under the Act allows broader membership of the Board where this will enhance its function.
- 7.3 Therefore, it is acceptable under these provisions for Rutland County Council as a neighbouring authority to be represented on Leicestershire County Council's Boards whilst retaining its existing arrangements.

8 DATA PROTECTION IMPLICATIONS

- 8.1 A Data Protection Impact Assessments (DPIA) has not been completed as no personal data has been processed in the preparation of these proposals.

9 EQUALITY IMPACT ASSESSMENT

- 9.1 An equality impact assessment has not been completed because the proposal does not require changes to the Council's policies, procedures, functions and services.

10 COMMUNITY SAFETY IMPLICATIONS

- 10.1 The proposed changes will have a positive impact and provide mutual benefits to partners in dealing with crime and disorder matters.

11 HEALTH AND WELLBEING IMPLICATIONS

- 11.1 The proposed changes will have a positive impact to partners dealing with domestic abuse matters.

12 ORGANISATIONAL IMPLICATIONS

12.1 There are no organisational implications identified, Rutland County Council's arrangements will continue as they are presently constituted.

13 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

13.1 There is already very close alignment of shared community safety priorities across Rutland and Leicestershire and the council has attended Leicestershire's bodies as non-voting observer since their inception. A more formalised arrangement will provide more effective and efficient partnership working and is therefore recommended.

14 BACKGROUND PAPERS

14.1 Rutland Community Safety Strategy 2020 to 2023
(<https://www.rutland.gov.uk/community-safety/community-safety-strategy>)

14.2 Report to Leicestershire County Council's Cabinet on 26 May 2023 –
(<https://politics.leics.gov.uk/documents/s176360/10%20LSCSB%20and%20DALPB%20membership%20FINAL.pdf>)

15 APPENDICES

15.1 There are no appendices to the report.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

CABINET

12 September

LEVELLING UP FUND – TRANSPORT PROJECT PROCUREMENT

Report of the Portfolio Holder for Highways, Transport, and the Environment

Strategic Aim:	Sustainable Lives	
Key Decision: Yes	Forward Plan Reference: FP/070723	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr C Wise - Portfolio Holder for Highways, Transport, and the Environment	
Contact Officer(s):	Penny Sharp – Strategic Director for Places	07973 854906 psharp@rutland.gov.uk
	Emma Odabas – Acting Senior Transport Manager	01572 720923 eodabas@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the procurement of the required vehicles and associated infra-structure detailed within the bid, using Levelling Up Fund (LUF) capital grant and BSIP+ funding.
2. Delegates authority to the Strategic Director for Places in consultation with the Leader of the Council and the Portfolio Holder with responsibility for Transport to approve associated procurement and award, resulting in spend to deliver transport operations projects. This is subject to the caveat that award of any call-off contract with a value above the UK Procurement Threshold must be authorised by Cabinet in accordance with Rule 16.64 of the Council’s Contract Procedure Rules.

1 PURPOSE OF THE REPORT

- 1.1 This report sets out the projects to be funded through Levelling up fund (LUF) capital grant monies to deliver operational transport projects detailed within the bid.
- 1.2 This report seeks approval to access LUF capital grant monies to procure the transport operations element of Rutland’s LUF projects. The report also seeks delegated authority to procure and spend the transport operations element of the LUF capital grant and the new bus service improvement plan + (BSIP+) grant.

2 BACKGROUND AND MAIN CONSIDERATIONS

2.1 LUF Grant

2.2 In March 2022, the Department for Levelling Up Housing and Communities (DLUHC) launched Round 2 of LUF. This was a competitive capital grant funding programme for investment in infrastructure to support local communities to 'level up' through: regenerating town centre and high streets; upgrading local transport and highways; and investing in cultural and heritage assets.

2.3 With Cabinet approvals in place, Rutland County Council and Melton Borough Council submitted a joint bid and were successful. The bid focussed on addressing shared issues in rural market town economies. This aligned with the MP constituency area reflecting the need for MP support as a gateway requirement for LUF applications.

2.4 Rutland County Council is the Lead Local Authority with agreement the function is undertaken on a full cost recovery basis and with a formal agreement between the two local authorities governing the working arrangements including a partnership governance structure. See full report to Cabinet and Council: <https://rutlandcounty.moderngov.co.uk/documents/s26386/Report%20No.%2058.2023%20-%20Rutland%20and%20Melton%20Levelling%20Up%20Fund%20Grant.pdf>

2.5 This report seeks delegated authority to the Strategic Director of Resources (Section 151 Officer) and Strategic Director of Places the administration and implementation (including project delivery) of the Levelling Up Fund grant transport operations requirements and reporting in accordance with the Memorandum of Understanding and DLUHC's monitoring returns DLUHC Levelling Up Funds Local Authority Assurance Framework.

2.6 Officers are now seeking approval to procure vehicles and associated infra-structure to deliver the operational transport elements of the Transport capital project. This then leads to a procurement process for the purchase of the vehicles and the commissioning of further work to deliver associated improvements as set out in Appendix A.

3 TRANSPORT PROJECTS

Rutland County Council LUF transport projects are set out below.

3.1 **Mobi Hub Integrated transport** – addressing issues with connectivity and accessibility between market towns and services, particularly health. The funding will provide a new integrated transport hub (a 'mobi-hub') for public transport and active travel near Oakham railway station and Rutland Memorial Hospital (RMH). The mobi-hub was considered by Cabinet in August. <https://rutlandcounty.moderngov.co.uk/documents/s27173/Report%20No.118.2023%20-%20LUF%20Commissioning%20Design%20and%20Planning%20to%20RIBA%20Stage%203.pdf>

3.2 **Demand responsive transport (DRT)** - 2 flexible on-demand routes connecting Oakham and Melton market towns.

- 3.3 **Electrification of town bus services** – Oakham & Uppingham town bus routes to be electrified.
- 3.4 Up to £3 million of grant funding is allocated to the capital set-up of the transport operation projects. Indicative maximum spend estimates can be seen in Appendix A.
- 3.5 The on-going running costs of associated services will be covered by existing public transport revenue budgets at both local transport authorities via bus network re-design and/or route integration. A bus network review business case will be brought to cabinet for approval in October 2023.
- 3.6 Urgent release, procurement and spend of the transport allocation is needed to enable delivery within the timeframe required for LUF grant spend of March 2025, the current lead-in time for new minibuses is currently 9-12 months from order to delivery making procurement of vehicles the highest priority consideration.
- 3.7 The transport operations elements of the LUF bid are ready to proceed and therefore funding for the transport element is now required in preparation for delivery.

4 Bus Service Improvement Grant Plus (BSIP+)

- 4.1 Following on from several post-covid support grants, DfT has allocated one-off grant funding to those Local transport Authorities (LTAs) who did not receive Bus service improvement plan funding in 2021. For 2023/24 RCC will receive a BSIP+ grant allocation of £253k to support public bus provision in 2023/23. There is an indication that further grant funding from DfT of £253k will be available next financial year.

5 PROCUREMENT

- 5.1 The procurement and implementation of the transport operation elements of the LUF programme will be in accordance with the Council's Constitution, including the Contract Procedure Rules and Financial Procedure Rules.
- 5.2 Fleet will be procured via the Eastern Shires Purchasing Organisation (ESPO) specialist vehicle framework 215-20.
- 5.3 DRT resource will be procured via an open tender exercise and with advice from Lincolnshire County Council, who have successfully run Call connect DRT for over 11 years and Leicestershire County Council who are currently trialling a new DRT service zone.
- 5.4 Electric Vehicle charge points (EVCP's) to support electrification of fleet will be tendered with input and advice from both Midlands connect and The Energy Savings Trust. RCC are currently working with Midlands connect on an EV infrastructure pilot project and their expertise in this field will ensure the most appropriate suppliers and/or framework are identified for procurement of EVCP's on a small scale to achieve best value.

6 CONSULTATION

- 6.1 The bus user forum is held 4 times a year in addition to user server drop-in sessions and views pertinent to the delivery of bus improvements and DRT will be canvassed

through this regular meeting.

- 6.2 Cross-boundary working is required to deliver the new bus routes and therefore Leicestershire County Council and bus users in Melton Borough will be consulted.

7 ALTERNATIVE OPTIONS

- 7.1 For Rutland, the Council would need to find alternative sources of capital funds to deliver its ambitions to transform public transport. If this is not an option services will have to be reduced.

8 FINANCIAL IMPLICATIONS

- 8.1 The funding from the transport grants will cover 100% of the costs associated with the transport projects within this report. There are no implications for RCC's budgets.

9 LEGAL AND GOVERNANCE CONSIDERATIONS

- 9.1 All procurement to resource delivery of transport operation LUF projects will be conducted in partnership with the Welland Procurement Unit, in line with the requirements of the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

- 9.2 Legal advice on the tendering and award will be sought at the appropriate stages of the procurement process.

10 DATA PROTECTION IMPLICATIONS

- 10.1 A Data Protection Impact Assessments (DPIA) has not been completed because there are no risks/issues to the rights and freedoms of natural persons.

11 EQUALITY IMPACT ASSESSMENT

- 11.1 Any public transport provision implemented will be compliant with The Public Service Vehicles Accessibility Regulations (PSVAR) ensuring equality in access to services. Exemption from this requirement will not apply to LUF transport operations projects.

12 COMMUNITY SAFETY IMPLICATIONS

- 12.1 An improved public transport offer providing access to social and leisure services can be effective in helping to reduce anti-social behaviour, especially in younger residents.

13 HEALTH AND WELLBEING IMPLICATIONS

- 13.1 Improved public transport provision results in reduced rural isolation and emissions from private car use, increased physical activity and access to services.

14 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 14.1 The release of the LUF monies for transport operation projects will ensure that funding can be spent within the timeframe of the grant. Projects are ready to

implement but the long lead-in time for procuring vehicles requires access to the grant funding.

- 14.2 Acceptance of the BSIP+ grant for use in supporting the bus network for the current financial year will ensure that access to public bus services is not reduced,
- 14.3 Delivery of transport projects via both the LUF and BSIP+ grants will ensure residents, and visitors to the county, feel the benefits of improved transport and opportunities to access services.
- 14.4 Transport is an essential consideration across many projects and services linking people with services. Connectivity and accessibility to healthcare, tourism, education, employment are important outcomes for LUF projects and other projects workstreams for RCC to deliver the corporate aims and objectives.

15 BACKGROUND PAPERS

- 15.1 Report No. 58/2023 - Rutland and Melton Levelling up fund grant report 27th March 2023
<https://rutlandcounty.moderngov.co.uk/mgCalendarMonthView.aspx?XXR=0&M=3&DD=2023&ACT=Go>
- 15.2 Rural Innovation in Place – Levelling up proposition for Rutland & Melton
<https://www.melton.gov.uk/media/llvdpgjs/levelling-up-proposition-for-rutland-and-melton.pdf>.

16 APPENDICES

- 16.1 Appendix A - LUF Transport indicative costs

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix A. LUF Transport indicative costs

Equipment	Indicative costs	Considerations	Risks
Purchase of electric buses			
Decarbonisation: Pilot electric town centre 'Hopper' services			
Decarbonisation: Community transport electric minibus pilot			
Fleet purchase	£1.4 million	9-12 month lead in time from order to deliver	Delay in ordering of vehicles could see projects not delivered within the grant timeframe
Electric vehicle charge points (EVCP's)	£20k	Dedicated EVCP's required in Oakham and Uppingham for private use for town bus services. Funds to be available in advance of EVCP procurement	Delays in procuring and installing EVCP's could see the roll-out of the project impacted. Driver familiarisation and range testing of the charge required in advance of utilising on live services.
Other *	£820,000	Assessment of potential barriers to installing EVCP's and to traffic issues in relation to the mobi-hub siting. Early identification of issues and possible solutions required	Identification of issues too late may result in changes to projects plans and/or increased costs
Countywide Digital Demand Responsive Transport: Ensuring all residents have access to passenger transport			
DRT booking provision + equipment	£200k	To be available in advance of tendering for service delivery	Any delay in purchase could result in inability to provide detailed specification for route delivery tenders. 6-month consideration
Creation of travel hubs: Improving onwards travel information and integration between travel modes.			

Creation of travel hubs – Trial mobi-hub in existing bus station & Melton DRT hub	£250k	Early actioning will allow for more informed planning for the building of a new mobi-hub facility	None applicable
Bus stop audits and improvements: Improving the comfort, accessibility and safety of waiting areas			
Bus stop improvements between Oakham & Melton	£70k	Cross-boundary working will require early works prior to launch of DRT routes	Improvements for passengers cannot stop at county boundary
8% contingency	£240k	To cover unforeseen costs associated with the projects	

- * Transport Impact assessment requirements – Additional work required in assessing suitability of the area surrounding the proposed Mobi-hub site.
- * Flood risk mitigation investigation – Current transport operations depot is at risk of flooding. Mitigation required for this to be considered for EVCP's to electrify fleet.

This page is intentionally left blank

CABINET

12 September 2023

SPEED INDICATION DEVICES (SIDS)

Report of the Portfolio Holder for Highways, Transport, and the Environment

Strategic Aim:	A Special Place	
Key Decision: No	Forward Plan Reference: FP/140723	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr C Wise: Portfolio Holder for Highways, Transport, and the Environment	
Contact Officer(s):	Penny Sharp, Strategic Director for Places	01572 758160 psharp@rutland.gov.uk
	Andrew Tatt, Principal Highways Manager	atatt@rutland.gov.uk
Ward Councillors	N/A	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the additional costs of £80,100 as set out in the report for the supply and installation of new upgraded Speed Indication Devices (SIDs) across the county over a three-year period

1. PURPOSE OF THE REPORT

- 1.1 The report seeks Cabinet approval of the additional cost for the supply and installation of new upgraded Speed Indication Devices (SIDs) across the county over a three-year period.
- 1.2 All 69 existing SIDs will be replaced with upgraded units, including supply and installation, which both offer clearer messaging and have the addition facility of speed data logging equipment.

2. BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The previous cabinet report of 21st December 2021 approved the procurement and installation of 69 SIDs at a cost of £350,000. This price was the suggested cost at the time.
- 2.2 The procurement exercise identified that the price of materials and inflation has significantly increased over the last 18 months. Therefore, an additional sum of £80,100 is required to cover the increase of material/ inflation of £41,000 and capitalisation of salary costs of £39,100. The new cost of the work is £430,100.
- 2.3 The work will replace all 69 existing SIDs with upgraded units, including supply and installation. The new devices offer clearer messaging and have speed data logging equipment. Each SID will have data logging equipment which will record the number of vehicles and speed of vehicles.
- 2.4 Given the scale of this county wide asset replacement, the programme will be spread over three financial years, including a 5 year warranty on each device. The first 23 SIDs that are not currently working are proposed to be replaced in the first tranche this financial year 2023/24, followed by 23 in 2024/25 and 23 in 2025/26.
- 2.5 The phased approach will mean that after the warranty period expires, all devices will not need to be maintained at the same time, spreading the cost over years going forward.

3. CONSULTATION

- 3.1 There is no need for any further consultation associated with the request for approval for the additional funding for the supply and installation of new upgraded Speed Indication Devices (SIDs) across the county over a three year period.

4. ALTERNATIVE OPTIONS

- 4.1 Do nothing and let more SIDs fail and cost the authority additional revenue funding to keep maintained.
- 4.2 Approve the additional funding to allow for the full replacement of the existing SIDs with the latest technology using Capital Integrated Transport available budget, which can also detect and record both vehicle numbers and speeds included 5 year guarantee period.

5. FINANCIAL IMPLICATIONS

- 5.1 The previous cabinet report of 21st December 2021 approved spend of £350,000 for the procurement and installation of all SIDs. This price was the suggested cost at the time.
- 5.2 Following the procurement process, it was found that the price of materials and inflation has significantly increased cost over the last 18 months.

- 5.3 An additional sum of £80,100 includes the increase of material/ inflation of £41,000 and also capitalisation salary costs of £39,100 to the previously approved £350,000. There is a new total of £430,100 to cover these costs.
- 5.4 A total additional sum of £80,100 is sought to cover these costs.
- 5.5 This work is funded from Department for Transport (DfT) Integrated Transport Capital grant allocation.

6. LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 The Council has a duty under Section 41 of the Highways Act 1980, to maintain the Highway in such a state as to be safe and fit for the ordinary traffic that may reasonably be expected to use it. The Speed Indication Devices (SIDs) are part of the Councils strategy to help compliance of speed limits through communities and also meets strategic aims.

7. DATA PROTECTION IMPLICATIONS

- 7.1 A Data Protection Impact Assessments (DPIA) has not been completed because there are no risks/issues to the rights and freedoms of natural persons.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 An Equality Impact Assessment screening has not been undertaken and there are no adverse effects due to this policy.

9. COMMUNITY SAFETY IMPLICATIONS

- 9.1 The replaced SIDs will help to achieve driver compliance with speed limits and reduce speeding through our communities.

10. HEALTH AND WELLBEING IMPLICATIONS

- 10.1 Failure to deliver a sustainable replacement programme for SIDs will lead to a decline in the quality of the road safety messaging throughout Rutland, leading to lower adherence to speed limits in general.
- 10.2 Driver notifications and recordings of speed and vehicle number data will inform future decision making.

11. ORGANISATIONAL IMPLICATIONS

- 11.1 Environmental implication.
- 11.2 Compliance with speed limits will reduce speeding through communities, making them safer and lower speeds consume less fuel, which will ultimately optimise the carbon reduction measures. Implementing environmental best practice where practicable throughout the contract.

12. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 12.1 For the reasons set out in the report, it is recommended that Cabinet:
- 12.2 Acknowledge the commitments within the report.
- 12.3 Approve the additional cost for the installation of new upgraded Speed Indication Devices (SIDs) across the county over a three-year period.

13. BACKGROUND PAPERS

- 13.1 There are no additional background papers to this report.

14. APPENDICES

- 14.1 No Appendices

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

CABINET

12 September 2023

GREEN & ACTIVE TRAVEL

Report of the Portfolio Holder for Highways, Transport, and the Environment

Strategic Aim:	Sustainable Lives Healthy and Well	
Key Decision: Yes	Forward Plan Reference: FP/280423	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr C Wise, Portfolio Holder for Highways, Transport, and the Environment	
Contact Officer(s):	Penny Sharp – Strategic Director-Places	psharp@rutland.gov.uk
	Emma Odabas – Acting Senior Transport Manager	01572 720923 eodabas@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the Local Cycling & Walking Infrastructure Plan – LCWIP (Appendix A)
2. Approves the Sustainable Modes of Travel Strategy – SmoTS (Appendix B)
3. Approves the Alternative Fuels Plan (Appendix C)
4. Notes the update provided in relation to Local electric vehicle infrastructure (LEVI) progress (Appendix D)

1. PURPOSE OF THE REPORT

- 1.1 This report sets the strategic direction of active and sustainable travel and introduces new plans to implement key activities and projects.
- 1.2 The report also provides an update on works relating to electric vehicle infrastructure.

- 1.3 This report seeks approval for the new strategies and action plans so that ambitions for sustainable and active travel can be achieved.
- 2. BACKGROUND AND MAIN CONSIDERATIONS**
- 2.1 Local Cycling & Walking Infrastructure Plan (LCWIP)**
- 2.2 Local authorities in England are required by central government to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) to set out long term plans for delivering new or improved infrastructure for walking and cycling. New national policy and guidance titled 'Gear Change' has been published by government, setting higher and more ambitious standards for infrastructure required to achieve the government's vision to increase journeys made by cycling or walking by 2030.
- 2.3 Government has confirmed that local authorities who do not have a current LCWIP would be unlikely to be able to access active travel funding in the future.
- 2.4 Following approval of the LCWIP, next steps would be the preparation of detailed plans for the priority infrastructure schemes identified within the LCWIP where the greatest impact on encouraging an increase in active travel journeys could be achieved. This will ensure that RCC is in the best position to bid for any future active travel funding available.
- 2.5 2.6 An LCWIP is a higher-level strategic document setting out a future vision for potential improvements to the county to promote increased walking and cycling journeys by residents and visitors to Rutland.
- 2.6 Government guidance highlights that Local Planning Authorities should consider incorporating LCWIPs into Supplementary Planning Documents where this would build upon and provide more guidance on the policies in Local Plans.
- 2.7 The Rutland Local Plan is still at its formative stages and so the LCWIP is useful as part of the evidence base for the preparation of the Local Plan and in forming planning policies for consultation. It also supports the development of the Local Plan Infrastructure Delivery Plan which assesses the impact of planned development on existing infrastructure.
- 2.8 Preparing LCWIPs should also help the County Council to consider the impact of planning applications and other proposed land use changes on existing and planned cycling and walking infrastructure, and to identify sites that are well served, or capable of being well served, by cycling and walking routes. The existence of a LCWIP will assist developers in the preparation of Travel Plans, Transport Assessments and Statements.
- 2.9 The first LCWIP for Rutland is attached - Appendix A. The plan will be reviewed bi-annually or as required because of changes such as a refresh of the Local Transport Plan or the new Local plan.
- 2.10 Sustainable Modes of Travel Strategy (SMOTS)**
- 2.11 Local authorities have a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school, in particular the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

- 2.12 The strategy is a statement of the council’s overall vision, objectives, and work programme for improving accessibility to schools. Our commitment is to encourage parents and children to choose more active, healthier, and environmentally friendly ways of travelling to school, as an alternative to driving.
- 2.13 RCC will continue with an annual work plan focussed on educating, and enabling schools, students and parents to prioritise safe and active travel to school.
- 2.14 **Objectives**
- 2.15 Our key objectives are:
- to contribute towards the immediate and long-term health and well-being of children and young people through active travel.
 - to reduce road traffic, ease congestion and reduce carbon emissions, especially on routes to schools through active travel and the use of public transport and car sharing.
 - to allocate resources, where these are available, that create, sustain, and maintain a transport infrastructure that is conducive to active, healthy, safe, and environmentally friendly ways of travelling to school.
 - to use travel planning to create a culture of active and sustainable travel among children and parents that has a long-term impact on future travel choices.
- 2.16 Working with schools, parents, pupils, and partnership agencies we will encourage more active modes of travel by promoting walking, cycling, and scooting, public transport and car sharing through activities and initiatives.
- 2.17 Rutland’s updated SMOTs is attached – Appendix B
- 2.18 **Alternative Fuels Plan**
- 2.19 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonise road transport, announcing that:
- Sales of all new petrol and diesel cars and vans would end in 2030.
 - All new cars and vans to be fully zero emission at the tailpipe by 2035.
- 2.20 The government has published an electric vehicle charging infrastructure (EVCI) strategy which sets out the vision and an action plan for the rollout of EVCI in the UK, ahead of the above phase out dates.
- 2.21 There is now a requirement for all local authorities to publish a long-term plan to meet the EV charging needs in a local authority or region.
- 2.22 RCC’s approach to a localised plan addressing EV charging (appendix 3) is based on a wider approach covering all forms of greener transport/fuel (including EV and the associated infrastructure) which may have potential to advance in the future such as:
- Hydrogen,

- Solar power
- Biofuel.
- Liquid Petroleum gas (LPG)

Officers will continue to monitor and compare the availability and costs of greener vehicles, fuel types, new technology and other factors affecting investment and operational considerations for both fleet and external contracts.

2.23 The proposed approach is to put in place a plan based on:

- Public education/advice
- Signposting to grants, schemes, and services
- Encouraging private sector charge point investment into the county.

2.24 As this sector develops, so will RCC's Alternative Fuel Plan with consideration to the appropriateness of the known local demand and with input from the transport sector.

2.25 In addition to the strategy, the intention is to create a greener transport webpage which will inform and update residents, businesses, and visitors to the area of the following:

- Relevant projects RCC is involved in (Appendix D details examples of this work)
- Any national or local surveys
- Useful links to EV charge point location websites/apps such as Zap-map
- Useful links to mobile EV Charging solutions such as Charge fairy and EVBoost
- Consultations – local and national
- Promotion of any available local or national grants available

2.26 **Local Electric Vehicle Infrastructure (LEVI)**

2.27 The UK Government's LEVI Fund supports local authorities in England to work with the chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure.

2.28 These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles (EVs).

2.29 The fund includes:

- Capital funding to contribute to the costs of delivering chargepoints.

- Capability funding for local authorities to employ and train new staff specifically to plan and deliver chargepoint infrastructure.

2.30 RCC has submitted claims for both capital and capability funding. Details and a timeline of RCC's involvement with the LEVI fund to-date can be found in appendix D.

3. FINANCIAL IMPLICATIONS

3.1 Projects associated with the workstreams detailed within this report will be funded via any future grant funding secured. There are no implications for RCC's budgets.

4. LEGAL AND GOVERNANCE CONSIDERATIONS

4.1 Any legal implications are detailed within the body of the report.

5. COMMUNITY SAFETY IMPLICATIONS

5.1 The Council is required by Section 17 of the Crime & Disorder Act 1998 to consider community safety implications. No implications found.

6. HEALTH AND WELLBEING IMPLICATIONS

6.1 All work detailed in this report is centred around RCC's efforts to increase, promote and remove barriers to sustainable and active travel choices which will in turn contribute to improvements in health and wellbeing of residents and visitors to the county.

7. DATA PROTECTION IMPLICATIONS

7.1 A data protection impact assessment has not been completed as there are no data protection implications.

8. CONSULTATION

8.1 Green and active travel featured heavily in the results of the 2021 Future Rutland conversation with residents supporting the need for improvements in footpaths, cycle paths, and reduced vehicle emissions.

8.2 Whenever grant funding becomes available for walking/cycling improvement schemes, the priority schemes identified within the LCWIP will be subject to public consultation.

8.3 In 2024, Tranche 2 of LEVI funding will see further investment into EVCP's. It is envisaged that identifying possible chargepoint sites for commercial investment will be subject to consultation with local communities.

9. ORGANISATIONAL IMPLICATIONS

9.1 TUPE (Transfer of Undertakings (Protection of Employment) Regulations 2006) and subsequent amendments will not apply to any items within this report.

10. SOCIAL VALUE & ENVIRONMENTAL IMPLICATIONS

10.1 All policies, strategies and projects detailed within this report focus on enabling greener transport which will have a positive impact on:

- Protecting the environment by reducing emissions.
- Supporting happiness and wellbeing by removing barriers to green and active travel
- Access to services such as employment, education, health and leisure by providing safe and sustainable travel options in the county.

11. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

11.1 This report contains new strategies and action plans which will aid and support the delivery of sustainable and active travel improvements in Rutland.

11.2 Sustainable and active travel initiatives lead to reduced emissions and have a positive impact on the health and wellbeing of residents.

11.3 A commitment to making green and active travel provision a priority for the county will contribute to achieving many of RCC's corporate strategy commitments:

- Net zero carbon
- Greener communities
- Connected communities
- Supporting independence
- Healthy lifestyles
- Safe & inclusive

12. BACKGROUND PAPERS

12.1 None

13. APPENDICES

13.1 Appendix A – LCWIP

13.2 Appendix B – SMOTS

13.3 Appendix C – Alternative Fuels Plan

13.4 Appendix D – LEVI Funding briefing note

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

A Local Cycling & Walking Infrastructure Plan for Rutland (LCWIP)

Why is an LCWIP important?

In 2020, The Cycling and Walking Plan for England, 'Gear Change' set out government's vision for cycling and walking bringing a shift in transport policy to prioritise active travel over single-occupancy private vehicles.

For Rutland, the national plan aligns with our vision for travel as articulated in our Corporate Strategy and priorities of sustainable lives and healthy and well.

The Council recognises that cycling and walking as alternative choices to driving petrol or diesel cars will reduce greenhouse gas emissions as well as providing more opportunity for our community to be active. By removing barriers and providing choices, our residents and visitors will benefit by increased options for how they can travel around the county.

An LCWIP helps us to identify the barriers to cycling and walking in Rutland and offers suggested future schemes for removing these. The removal of barriers to active travel will enable our residents and visitors to have realistic travel choices.

How can active travel support the County's growth?

The approval and adoption of the LCWIP as a policy document will help to prioritise improvements to the network to take advantage of funding opportunities and developer contributions for maximum effectiveness.

Government guidance highlights that Local Planning Authorities should consider incorporating LCWIPs into Supplementary Planning Documents where this would build upon and provide more guidance on the policies in Local Plans.

The Rutland Local Plan is still at its formative stages and so the LCWIP is useful as part of the evidence base for the preparation of the Local Plan and in forming planning policies for consultation. It also supports the development of the Local Plan Infrastructure Delivery Plan which assesses the impact of planned development on existing infrastructure.

The existence of an LCWIP should also help the Council consider the impact of planning applications and other proposed land use changes on existing and planned cycling and walking infrastructure, and to identify sites that are well served, or capable of being well served, by cycling and walking routes. The existence of an LCWIP will assist developers in the preparation of Travel Plans, Transport Assessments and Statements.

Summary of main points of the Local Cycling & Walking Infrastructure Plan

The document is prepared as an LCWIP according to external criteria and as such is a technical document with details of tools and their outputs used to assess and analyse evidence of existing and propose prioritised future developments. In places it appears to state the obvious but it will have an external audience such as Government, as well as an internal one. It is worth noting that the data is based on the 2011 census

because the 2021 data are considered less reliable as we were still emerging from Covid. However, it is possible that work travel patterns may have changed significantly post covid so we will keep the data, and conclusions we draw from it, under review.

The document begins by looking at patterns of walking and cycling in the 2011 Census. For example although Oakham, Uppingham and Cottesmore (because of the army base) are the main in-County workplaces almost half (46%) of the working population travel outside the County boundary for work eg Stamford, Corby, Melton Mowbray, Leicester, Peterborough and even further afield. A similar percentage of Oakham residents in employment travel to work in Oakham yet of those 23% travel by car in a town which is only 2.5km across. There may be a variety of reasons for this decision. It is, however, a fact that Rutland has a lower level of utility walking and cycling than the East Midlands or England as a whole.

Conversely leisure walking and cycling are higher than the national average. There is a dearth of dedicated cycle routes in Rutland; the routes which are available are shared with walkers. Many cyclists, however, prefer to use the road system and there are a number of walking routes for leisure walking.

Having looked at the existing patterns the report attempts to predict how and where walking and cycling could be increased. Alongside the tools used to analyse the raw data the analysis works through four scenarios:

- a) hitting the Government target of doubling cycling trips;
- b) women being as likely to cycle as men;
- c) an increasing acceptance of cycling as in the Netherlands;
- d) increasing use of e-bikes.

It considers travel to work, school and everyday trips such as to the shops, doctors, visiting friends and family. The everyday trips were split into walking trips of 0-2km, shorter cycling trips of 2 – 5km and longer cycling trips of 5 – 10km.

Unsurprisingly the vast majority of walking clusters were found in Oakham although there was a strong east-west line in Uppingham centred on the High Street. The desire lines for shorter cycling distances clustered around the three centres and their close villages eg Gt Casterton to Stamford, Langham to Oakham and Lyddington to Uppingham plus access to Rutland Water. The longer cycling distances showed the same three centres but with destinations often beyond the boundary eg Corby although access to Rutland Water remained important.

Based on this analysis, background information, and stakeholder engagement, fifteen inter-town/village routes along with seventeen town routes were chosen for further audit.

A further tool was applied at this stage to the cycling routes. Each route was subdivided into shorter stretches and assess for directness, gradient, connectivity, comfort and critical junctions. The outcomes are shown as red, amber and green according to the scores achieved. Key themes were lack of dedicated cycling facilities, constrained road space and typology, junctions, high vehicle flows and inconsistency in provision around Rutland Water. (Appendix B to the LCWIP?)

The walking route audit tool assessed attractiveness, directness, comfort, safety and coherence. The key themes found here were junctions, lack of crossing provision,

missing dropped kerbs and/or tactile paving, missing or narrow footways, paths and alleyways, signage and wayfinding. (Appendix B to the LCWIP)

The report goes on to offer some strategic suggestions for the town centres such as implementing weight or through traffic restrictions, addressing certain critical junctions and parking. This is alongside certain other place-specific design recommendations. Finally, a suggested prioritisation of improvements is made judged against effectiveness, policy overlap and deliverability and a ranked table of suggested areas for improvement (p45-46 of the LCWIP)

This prioritisation will allow the County Council to bid for Government funding and direct spending in a targeted way to improve routes for maximum effect.

This page is intentionally left blank



Rutland County Council

Local Cycling and Walking Infrastructure Plan

Draft Report

August 2023

Project Code: 06869

PJA
8 Brewer Street
Hilton Square
Manchester
M1 2EU
UK
pja.co.uk



Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A – DRAFT WIP	08 June 2023	EJ/PP/ML	EJ	
B	17 August 2023	EJ/PP/ML	EJ	CSw

Prepared for

Emma Odabas

Senior Transport Manager

Rutland County Council

Rutland County Council

Catmose House

Catmos Street

Oakham

LE15 6HP



Contents

Section	Page
1 Introduction	1
1.1 Introduction to study	1
2 Study context	3
2.1 National policy context	3
2.2 Local policy context	5
3 Rutland LCWIP	12
3.1 LCWIP process overview	12
3.2 Stakeholder Engagement	12
3.3 LCWIP Stages 1 and 2 – Scoping and Gathering Information	13
3.4 Movement and travel demand	18
4 LCWIP Stage 3 and 4 – Cycle and Walking Network Planning	26
4.1 Propensity to Cycle Tool	26
4.2 Everyday Trips Analysis	28
4.3 Route Identification and Audit	33
4.4 Proposed Network and Design Recommendations	42
5 LCWIP Stage 5 - Prioritisation	44
5.1 Prioritisation approaches	45
5.2 Rutland Prioritisation Approach	45
6 LCWIP Stage 6 – Integration and Recommendations	48

List of Tables

Table 3-1: LCWIP Stages	11
Table 4-1: Costing Summary	43
Table 5-1: Town Centre Route Ranking	45
Table 5-2: Inter-Town Route Prioritisation Ranking	45

List of Figures

Figure 2-1: Gear Change and LTN 1/20 were both published in 2020, outlining significant investment and

changes in walking and cycling	
3 Figure 2-2: The map of settlement hierarchy in Rutland (Local Plan, 2011)	8
Figure 3-1: Rutland Population Distribution	13
Figure 3-2: Rutland Topography	14
Figure 3-3: Rutland County area and local transport networks	15
Figure 3-4: Households with no access to a car	16
Figure 3-5: Walking and cycling catchments from main settlements	17
Figure 3-6: Rutland commuter patterns, Census 2011.....	18
Figure 3-7: Travel to work by Active Travel, 2011 Census	19
Figure 3-8: Collision and casualties amongst pedestrians and cyclists (2017-2021)	20
Figure 3-9: Existing Cycle Network	21
Figure 3-10: Typical Shared Use Path arrangements (Ashwell Rd/Burley Rd)	22
Figure 3-11: [Typical Rutland Water Loop arrangements (Clockwise: Manton/Lyndon Rd/Lyndon Top/Rutland Nursery)	23
Figure 3-12: Oakham High St	24
Figure 4-1: Propensity to Cycle – Straight line outputs, uplifted to 2021	26
Figure 4-2: PCT Schools Layer – applied network	27
Figure 4-3: Everyday Trips Origins	28
Figure 4-4: Everyday Trips Destinations	29
Figure 4-5: Everyday Trips Desire Lines (0-2km/Walking)	30
Figure 4-6: Everyday Trips Desire Lines (2-5km)	31
Figure 4-7: Everyday Trip Desire Lines (5-10km)	32
Figure 4-8: Rutland Inter-Town Routes for audit	33
Figure 4-9: Oakham Walking and Cycling Routes for audit	33
Figure 4-10: Uppingham Walking and Cycling Routes for audit	34
Figure 4-11: RST RAG Summary	37
Figure 4-12: Oakham WRAT RAG Summary	39
Figure 4-13: Uppingham WRAT RAG Summary	40
Figure 4-14: Stamford WRAT RAG Summary	41
Figure 4-15: Proposed Route Overview	42

Appendices

Appendix A	Background Information Plans.....	48
Appendix B	RST and WRAT Tables	49
Appendix C	Design Recommendations	50



I Introduction

I.1 Introduction to study

PJA has produced this Local Cycling and Walking Infrastructure Plan (LCWIP) for Rutland on behalf of Rutland County Council (RCC). The LCWIP process ensures an evidence-led network plan so that future investment in cycling and walking infrastructure can be informed by a coherent vision of how cycling and walking can contribute to the overall transport mix in the area.

LCWIPs were introduced by the 2017 Cycling and Walking Investment Strategy (CWIS) which aims to;

- Increase cycling and walking activity,
- Reduce the number of cyclists killed or seriously injured on England's roads, and
- Increase the percentage of children that usually walk to school.

While an LCWIP is not a requirement for local authorities, the adoption of an LCWIP will position an authority well for taking advantage of future active travel funding opportunities.

The LCWIP involves a six-stage process, outlined in the LCWIP guidance, and summarised in section 3 of this report. The study covers:

- Scoping
- Data collection and analysis, including the use of:
 - Propensity to Cycle Tool (PCT);
 - Everyday Trip' analysis for walking and cycling within Rutland;
 - Other analysis including census data on existing active travel use and car ownership, Terrain, Walking and Cycling Isochrones from larger settlements.
- Network development and site auditing for walking and cycling networks, including:
 - Identification of core walking zone and key walking routes;
 - Identification of cycle routes within Rutland and routes to nearby settlements;
 - Route audits (using Route Selection Tool (RST) and Walking Route Assessment Tool) (WRAT);
 - Identification and prioritisation of proposals within Rutland.
- High-level cost estimates



- Stakeholder engagement at various stages of the project to ‘sense-check’ the analysis and ensure the plan is informed by local knowledge.

Introduction

Two key strands were identified to support Rutland County Council’s ambitions to increase levels of walking and cycling in and around Rutland:

- Walking and cycling measures in the key settlements of Oakham and Uppingham;
- Longer cycle routes, including links between smaller settlements.

2 Study context

This chapter summarises the context for this study, with particular focus on the policy framework and major developments proposed in the area.

2.1 National policy context

The national policy context for active travel changed significantly in 2020 with the Department for Transport's (DfT) publication of 'Gear Change' and Local Transport Note 1/20 'Cycle Infrastructure Design'. These two documents outline significant changes for the future of transport planning and design in England and the prioritisation of measures that encourage increased levels of walking and cycling.



Figure 2-1: Gear Change and LTN 1/20 were both published in 2020, outlining significant investment and changes in walking and cycling

2.1.1 Gear Change (2020)

The Cycling and Walking Plan for England, 'Gear Change: a bold vision for cycling and walking', was published on 27 July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.



The plan set the following vision:

“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling. To receive government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards unless it can be shown that there is little or no need for cycling.

The plan introduced a new inspectorate and commissioning body – Active Travel England – which will hold the national cycling budget and have a role in examining funding applications for compliance with national standards. As of June 2023, Active Travel England is a statutory consultee on larger planning applications – formalising active travel input on large developments.

2.1.2 LTN 1/20 – Cycle Infrastructure Design (2020)

The DfT’s Cycle Infrastructure Design – Local Transport Note 1/20 establishes – much higher standards than previously used for cycling infrastructure, including geometric requirements.

Rather than a strict set of standards or a “one size fits all” approach, LTN 1/20 encourages designers to consider the context when designing cycling infrastructure. For example, it identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed. For example, it makes specific reference to physical and legal measures to control access and motor vehicles’ speeds, and notes that such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger. It notes:

“Encouraging through-traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults, as well as enabling cycling. This can be achieved through implementing measures such as turning bans, one-way streets, and by modal-filtering... These measures also have the benefit of making short journeys quicker on foot or cycle compared to driving, providing a disincentive to using a car for short trips.”

2.1.3 Local Cycling and Walking Infrastructure Plans (LCWIPs) (2017)

LCWIPs were first set out in the government’s Cycling and Walking Investment Strategy (CWIS). LCWIPs are intended to provide local authorities with a long-term approach for developing walking and cycling networks, ideally over a ten-year period. The development of an LCWIP should include desktop analysis of existing and future behavioural trends, site auditing of existing conditions for

walking and cycling, and prioritisation of recommended design measures. The key outputs from an LCWIP are:

- Network Plan for Walking and Cycling identifying preferred cycling routes and walking zones for development;
- Programme of prioritised infrastructure improvements; and
- Report summarising the work undertaken to inform the LCWIP network development.

The DfT's LCWIP guidance provides a recommended approach to developing LCWIPs, however, their intention is for LCWIPs to respond to local conditions and requirements to improve walking and cycling networks.

2.2 Local policy context

This section briefly summarises the policy framework for the local area and outlines how this might influence the LCWIP.

2.2.1 Local Transport Plan 2018-36: Moving Rutland Forward

Rutland's fourth Local Transport Plan (LTP) was adopted in September 2019. As well as setting out a long-term vision for Rutland, the LTP will act as an evidence base for any future transport grants that may become available. The core of the vision is transport network that:

- Supports sustainable growth;
- Meets the needs of their most vulnerable residents; and
- Improves health and wellbeing (including combatting rural isolation).

Walking and cycling trips play a key part in each of the three aspirations above, making the LCWIP integral to local policy ambitions. Mode shift away from the private car and towards walking and cycling reduces the impact of new developments generated by an increase in trips and allows for a more compact approach to development. The most vulnerable residents stand to benefit significantly from being able to walk and cycle more, with the additional potential benefits of reduced traffic noise and air pollution, which often disproportionately impacts more vulnerable people. There are also clear benefits for health and wellbeing when more people walk and cycle more, supporting less sedentary and lifestyles and encouraging more face-to-face interactions between residents. Furthermore, the plan sets out two key aspirations which a comprehensive walking and cycling network will help to deliver:

- Making walking and cycling 'the norm' by working to remove barriers and investigating opportunities to develop an integrated network of cycleways, footways and public rights of way that provide connections between out settlements and with essential services and leisure opportunities.

- Making our roads safer by implementing a safe system’s approach to road safety and adopting ‘vision zero’ – through which we will strive to continually reduce the number of deaths and injuries on our county’s roads.

The LTP identifies the following as the key challenges Rutland faces:



2.2.2 Local Plan

The current Local Plan was adopted in 2011 and sets out policies for Rutland up to 2026. A new Rutland Local Plan is under development and is expected to be adopted in 2026. The Adopted Local Plan comprises the Core Strategy, the Site Allocations and Policies DPD and the Minerals Core Strategy and Development Control Policies DPD.

The policies summarised below are relevant to the study:

Policy CS5 – Sustainable urban extension to Oakham

A sustainable mixed-use urban extension of about 1,000 new homes will be developed to the northwest of the Oakham, with requirements to either provide a school on site or provide financial contributions for extending nearby schools. S

Policy CS23 – Green infrastructure, open space, sport, and recreation

The existing green infrastructure network will be safeguarded, improved, and enhanced by further provision to ensure accessible multi-functional green spaces by linking existing areas of open space. Part of achieving this will entail the continued development of a network of green spaces, paths, and cycleways in and around the towns and villages.

Settlement Hierarchy

The following settlement hierarchy was established in 2019 for Rutland as part of the Local Plan:

Policy CS3 - The Settlement Hierarchy

The Settlement Hierarchy for Rutland is:

Main Town – Oakham. This is the main town with a range of job opportunities, higher order services including retail, leisure and health facilities for the surrounding rural area and has good public transport links.

Small Town – Uppingham. This is the second largest town with a range of job opportunities, convenience shopping, education, community and health facilities but with more limited public transport links.

Local Service Centres – Cottesmore, Edith Weston, Empingham, Greetham, Ketton, Market Overton, Ryhall. These comprise of seven of the largest villages with a range of facilities and access to public transport .

Smaller Service Centres – Barrowden, Belton-in-Rutland, Caldecott, Essendine, Exton, Glaston, Great Casterton, Langham, Lyddington, Manton, Morcott, North Luffenham, South Luffenham, Tinwell, Whissendine, Wing. These comprise of sixteen of the smaller villages with a more limited range of facilities than the Local Service Centres.

Restraint Villages – Ashwell, Ayston, Barleythorpe, Barrow, Belmesthorpe, Bisbrooke, Braunston-in-Rutland, Brooke, Burley, Clipsham, Egleton, Hambleton, Little Casterton, Lyndon, Pickworth, Pilton, Preston, Ridlington, Seaton, Stoke Dry, Stretton, Teigh, Thistleton, Thorpe by Water, Tickencote, Tixover, Toll Bar, Wardley, Whitwell. These comprise of the smallest villages with few services and facilities.

Countryside – Open countryside and villages not identified in settlement categories.

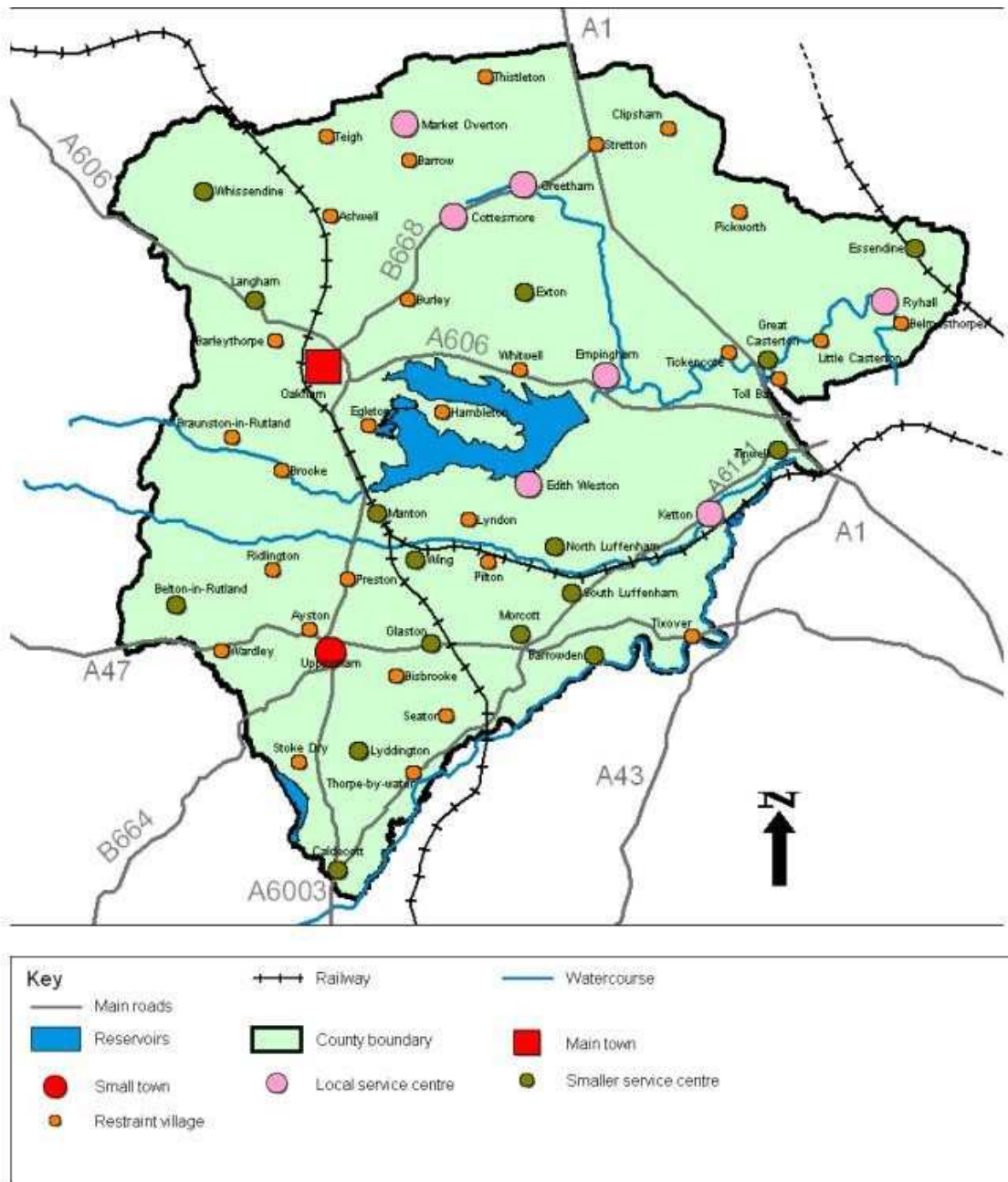


Figure 2-2: The map of settlement hierarchy in Rutland (Local Plan, 2011)

The LCWIP aims to improve active travel connections between the larger towns and local service centres – maximising the connections to employment, education, and other facilities for the population of Rutland.

2.2.3 Rutland's Corporate Strategy (2022-2027)

The corporate plan sets out a vision, created in collaboration with residents. 5 key priority areas, set out below, were identified, and the Strategy includes a response from the Council on how they will be delivered.

1. A special place:

Sustaining a vibrant rural county that harnesses the enterprise of its businesses, the ambition and creativity of its residents, and the passion of its local communities.

2. Sustainable lives:

Living sustainably and combatting the climate crisis through the power of choice, the removal of barriers, and real collective action.

3. Healthy and well:

Promoting health, happiness and wellbeing for people of all ages and backgrounds.

4. A county for everyone:

Celebrating diversity and ensuring everyone has the opportunity to live well, be heard and overcome any challenges they may face.

5. A modern and effective Council:

Transforming the way we work to deliver effective and efficient services fit for the future.

The LCWIP will help RCC deliver on several aspects of the Corporate Plan, particularly through the removal of barriers to choosing active travel, which can contribute to collective action against the climate crisis, and the promotion of a healthy active lifestyle.

2.2.4 Rutland Joint Health and Wellbeing Strategy: The Rutland Places Based Plan 2022-27

The strategy's vision is to *"nurture safe, healthy and caring communities in which people start well and thrive together throughout their lives,"* recognising that good health is the product of many things, including our lifestyle choices and environment.



The strategy recognises that reducing health inequalities across Rutland is essential, with access to healthcare services varying significantly across the county. Rutland has no acute healthcare facilities



within its boundaries. This creates significant access challenges for residents, often requiring long travel times by car and even longer times by public transport. This context is key to the creation of an LCWIP.

In the development of this LCWIP, route prioritisation could be done by linking Rutland's strategic needs assessment amongst age and wider population groups; favouring primary, family needs related connectivity rather than focusing on the leisure needs, that aims to improve access to healthcare and primary services, as well as to maintain inclusive cycling and walking infrastructure.

2.2.5 Rutland Bus Service Improvement Plan 2021-2036

It is noted within the plan that bus services within the county receives significant funding from the local council considering low-levels of fare-paying passengers, a sparse number of service users and longer than average trip distances leading to higher operating costs. Students eligible for home to school or post 16 transport are also transported on the public bus network wherever possible to help sustain public bus services.

The plan therefore includes, but is not limited to:

- Improvements to frequency of services and number of destinations;
- Better timetabling information;
- Countywide demand responsive transport (DRT);
- Bus stop audits and improvements;
- Reviewing walking and cycling routes to bus stops to identify areas for improvement; and
- Creation of travel hubs: Improving onwards travel information and integration between travel modes.

A review of bus services within Rutland is currently under way, which may re-shape how bus services operate in the county, including expansion of Demand Responsive Transport facilities.

2.2.6 Levelling Up Fund

In 2022/3 Rutland successfully bid for funding from the central government Levelling Up Fund in a joint bid with Melton Mowbray. The bid included several elements, including support for tourism and medical research facilities at Rutland Memorial Hospital in Oakham. The bid also provided funding for a sustainable transport 'Mobi-Hub' at the hospital site. This site will be a hub for the Demand Responsive Transport network being developed through the Bus Service Review.



3 Rutland LCWIP

3.1 LCWIP process overview

The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure. It breaks down the process into six steps. These can be viewed in Table 3-1 below.

LCWIP stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Table 3-1: LCWIP Stages

LCWIPs should be evidence-led and comprehensive. An LCWIP should identify a pipeline of investment so that over time, a complete cycling network is delivered at an appropriate geography (see step 1 – determining scope) and that walking and cycling improvements are delivered coherently. The goal of an LCWIP should be to grow the use of cycling and walking, which means looking at routes and areas where more people could choose these modes in preference to other means of travel. Therefore, an LCWIP should consider travel demand regardless of mode, rather than looking just at existing walking and cycling trips which may be influenced by the extent and quality of existing active travel facilities.

3.2 Stakeholder Engagement

Realising the ambition of the CWIS will take sustained investment in cycling and walking infrastructure and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment to support this national Strategy.

Although the LCWIP is a data-led strategy, discussion with stakeholders can help add local context, and ‘fill in the gaps’ of the data analysis. This is especially true of more rural areas like Rutland, where the smaller and sparser populations make some data sets less reliable.

Stakeholders were identified by officers at Rutland County Council and included town and parish councillors, neighbourhood/village meeting, key officers from across the Council (including from Public Health, Highways, Planning and Development) and Rutland Climate Action group.

Stakeholder engagement has taken place at several points throughout the development of this LCWIP, with workshops held with officers, key stakeholders, and members. The workshops outlined the national policy background, the scope with local context, data analysis, methodology, approach to network development, indicative routes, LCWIP process, discussion and next steps.

Additional engagement with Leicestershire County Council was undertaken to identify link to Rutland's strategic assessments, particularly around the development of the Local Plan and healthcare, primary services and improved access among wider population groups.

The stakeholder workshops were particularly useful in prioritising links to nearby settlements, where the demand tends to be lower, and the political and community support is crucial to enable the delivery of routes.

3.3 LCWIP Stages 1 and 2 – Scoping and Gathering Information

3.3.1 Local context

Rutland shares borders with Leicestershire, Lincolnshire, Northamptonshire and Peterborough. It is a small rural county consisting of 54 settlements, where the population is concentrated into two market towns to the west of the county: Oakham (population of 11,157 people in 2021); and Uppingham (population of 4,724 in 2021). The nearby towns of Stamford, Melton Mowbray and Corby are the principal local centres outside the county, serving the population of Rutland. The proximity of Stamford to many villages in the east of the county means that it acts as the main local centre for many Rutland residents. Figure 3-1 shows the geographic spread of the population across the county, and the population concentrations in Oakham and Uppingham, as well as some larger villages.

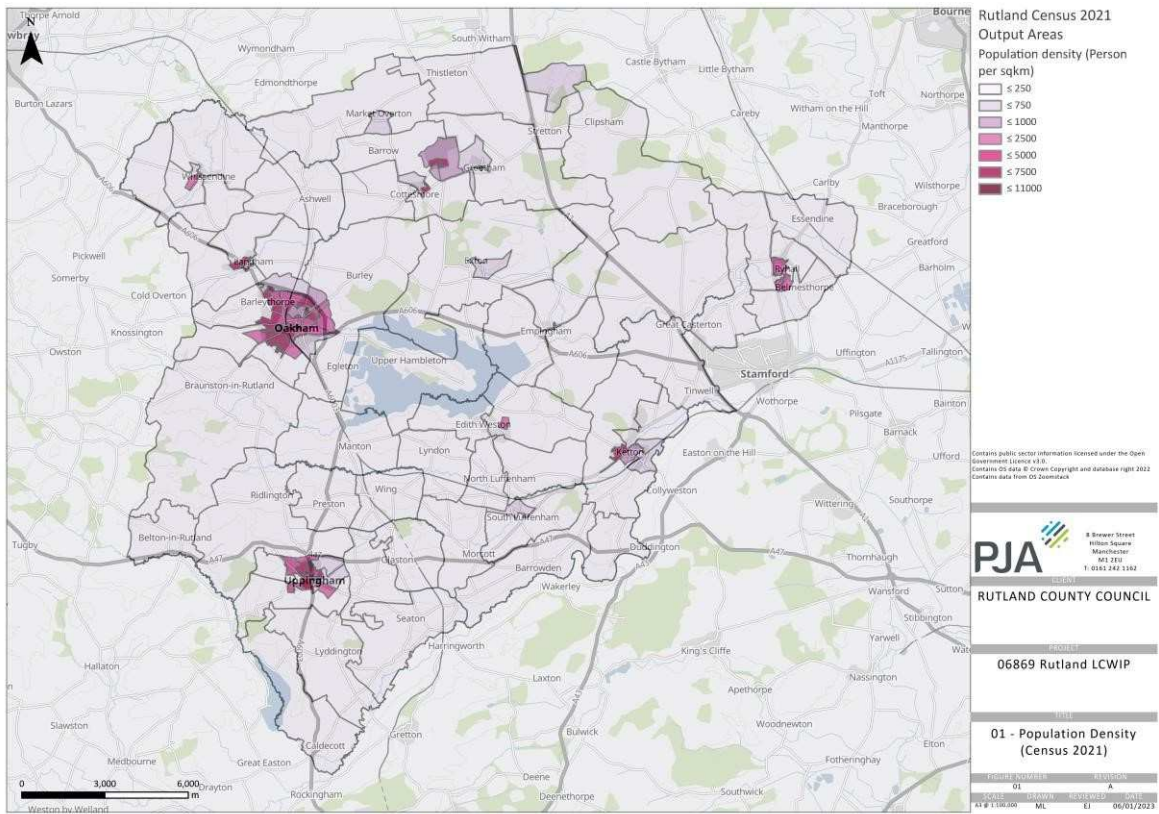


Figure 3-1: Rutland Population Distribution

Rutland Water – a large reservoir in the centre of the county – is a popular location for outdoor pursuits, including leisure cycling and walking. A 23-mile loop around the reservoir is a popular route for visitors. The landscape is comparatively low-lying but characterised by small hills to the west and north, with much flatter topography to the east. The hills, while not large, can be steep, making cycling potentially challenging on some routes.

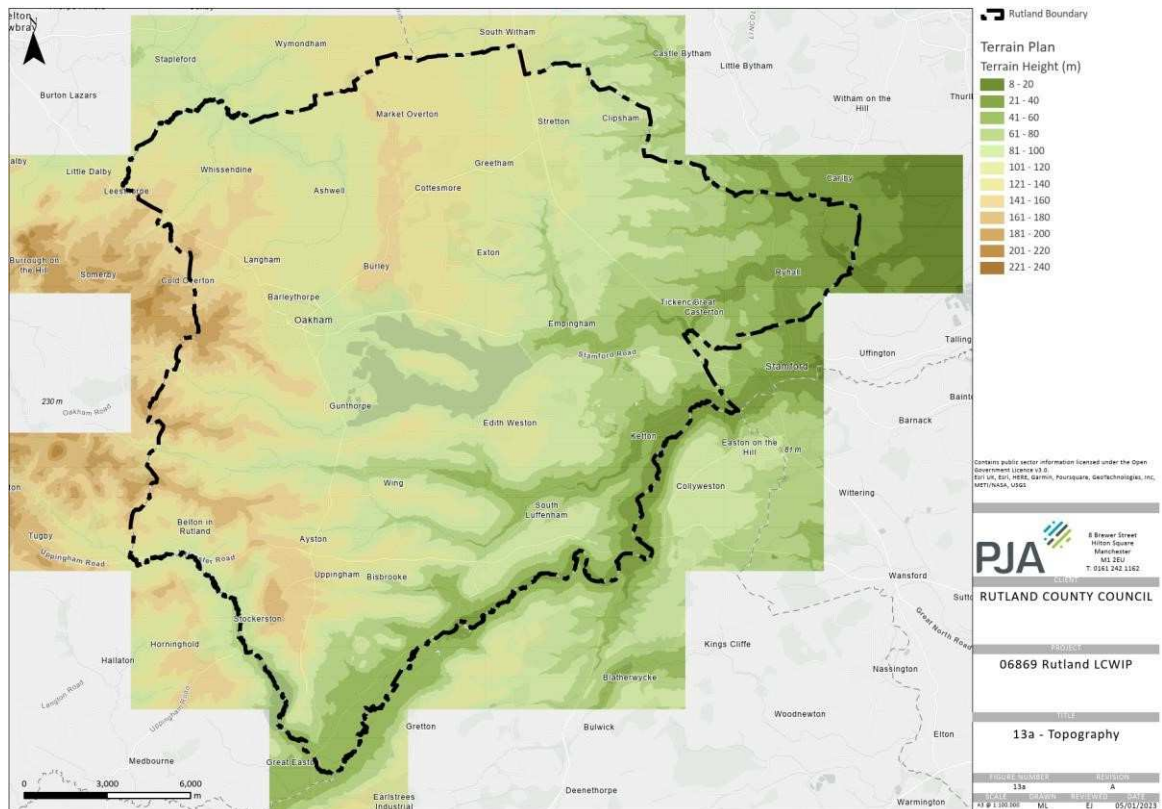


Figure 3-2: Rutland Topography

Rutland is served by the strategic road network through the A1 dual carriageway, which runs north-south between South Witham and Stamford. National Rail services run from Oakham, between Stansted Airport or Cambridge, and Birmingham New Street, but at a fairly limited frequency – 2011 census data indicated that just over 300 Rutland residents used the train for work, and site observations suggest that the station is lightly used.

The rail and road networks provide connections, but also cause severance for local journeys. The railway through the centre of Oakham, in particular, limits the route options for crossing the town from east-west. The A1 to the east of the county also significantly restricts the routes available for active travel. Stakeholders report a significant disconnect for villages to the east of the A1 – with Stretton and Clipsham particularly disadvantaged by the lack of easy active travel crossings of the A1.

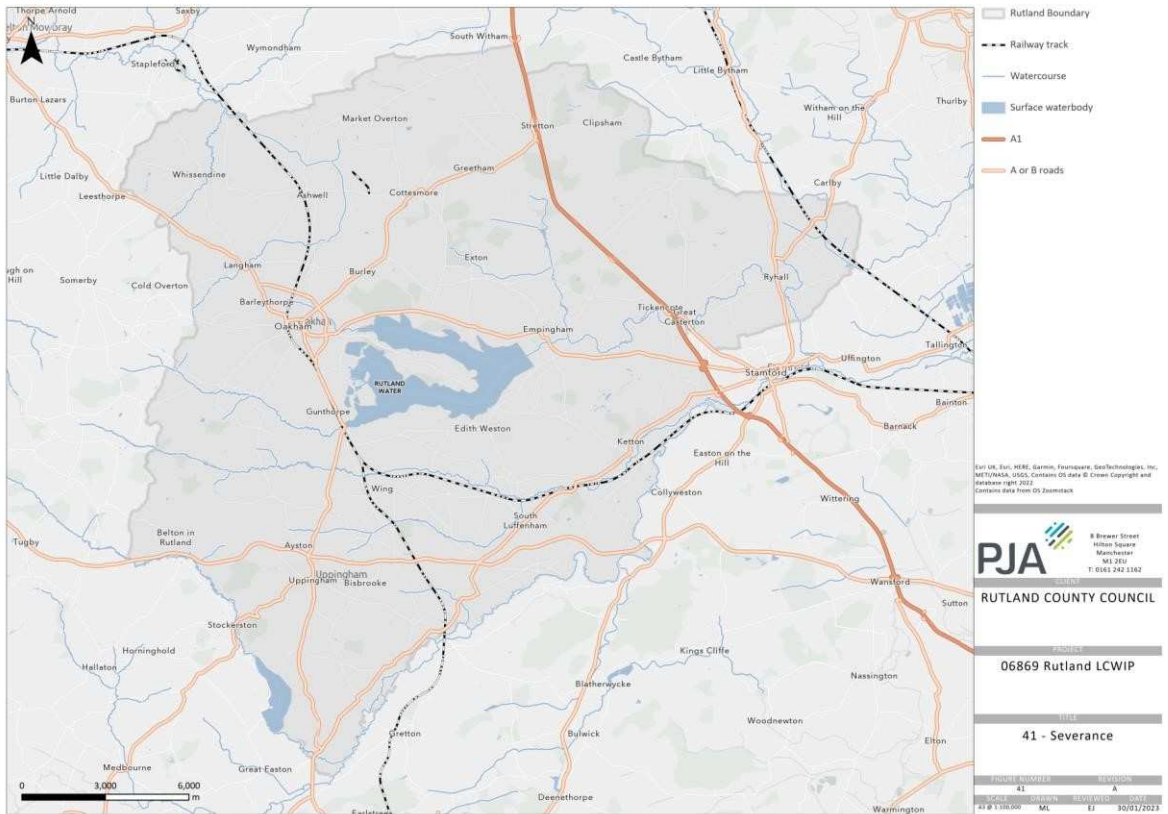


Figure 3-3: Rutland County area and local transport networks

3.3.2 Demographics

The latest available data indicates that in 2021 Rutland’s population was 41,000. Whilst the county has an ageing population – by 2036 it is anticipated that approximately 40% of residents will be 60 or over – the LTP notes that any large-scale development within the county could alter the demographic profile, potentially increasing the number of young families and commuters residing in Rutland.

Rutland is relatively prosperous, with very low levels of deprivation across the county, particularly around the northwest of the county, and in Uppingham. Slightly higher levels of deprivation are evident to the northeast, around Stretton, Greeton and Clipsham.

Car ownership is high, with only 10% of households not having access to a car or van, although some areas of Oakham have much lower car ownership – up to 40% in some central areas, as outlined in Figure 3-4 .

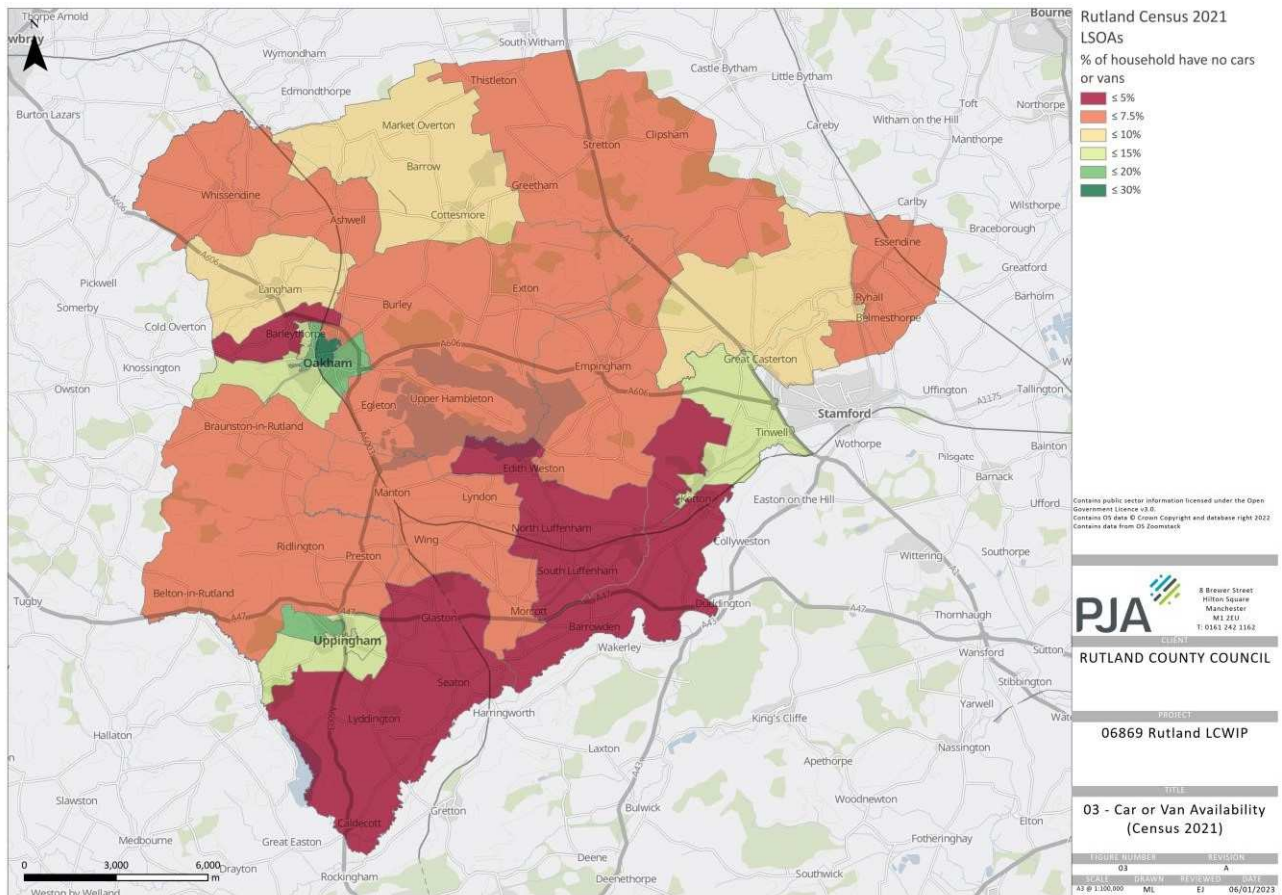


Figure 3-4: Households with no access to a car

3.3.3 Health and Air Quality

Mental and physical wellbeing are signs of a healthy population. This can only be achieved by encouraging more sustainable means of travel and reducing dependency on private motorised transport. The council envisions a county wide LCWIP network to reduce travel distance and time which would help overcome health issues and improve the air quality in the region. According to the 2011 census, 50.4% of Rutland residents stated they were in exceptionally good health, higher than that reported for the East Midlands (45.3%). Despite this, the number of adults in Rutland reported (2013-15) as having excess weight is increasing and is now higher than national and regional figures: 67.3% of adults opposed to 66.8% in the East Midlands and 64.8% for England)¹.

¹ Public Health England (2016), Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England

As a rural area, Rutland’s air quality is generally good, with all areas within UK legal limits for NO2, PM10 and PM2.5. Areas of poorer air quality tend to be concentrated around urban areas, the A1 corridor, and industrial or MOD sites.

3.4 Movement and travel demand

Oakham and Uppingham are the major settlements within Rutland. Stamford is slightly outside the county boundary; however, it is the nearest largest town for many people in Rutland for employment opportunities, secondary education and other amenities. Between the 3 larger settlements, virtually all the county is within an approximate 30-minute cycle ride for most people (See Figure 3-4). The larger settlements are supported by smaller local service centres, which provide basic local day-to-day amenities, however, those are unlikely to attract visitor from outside their local area.

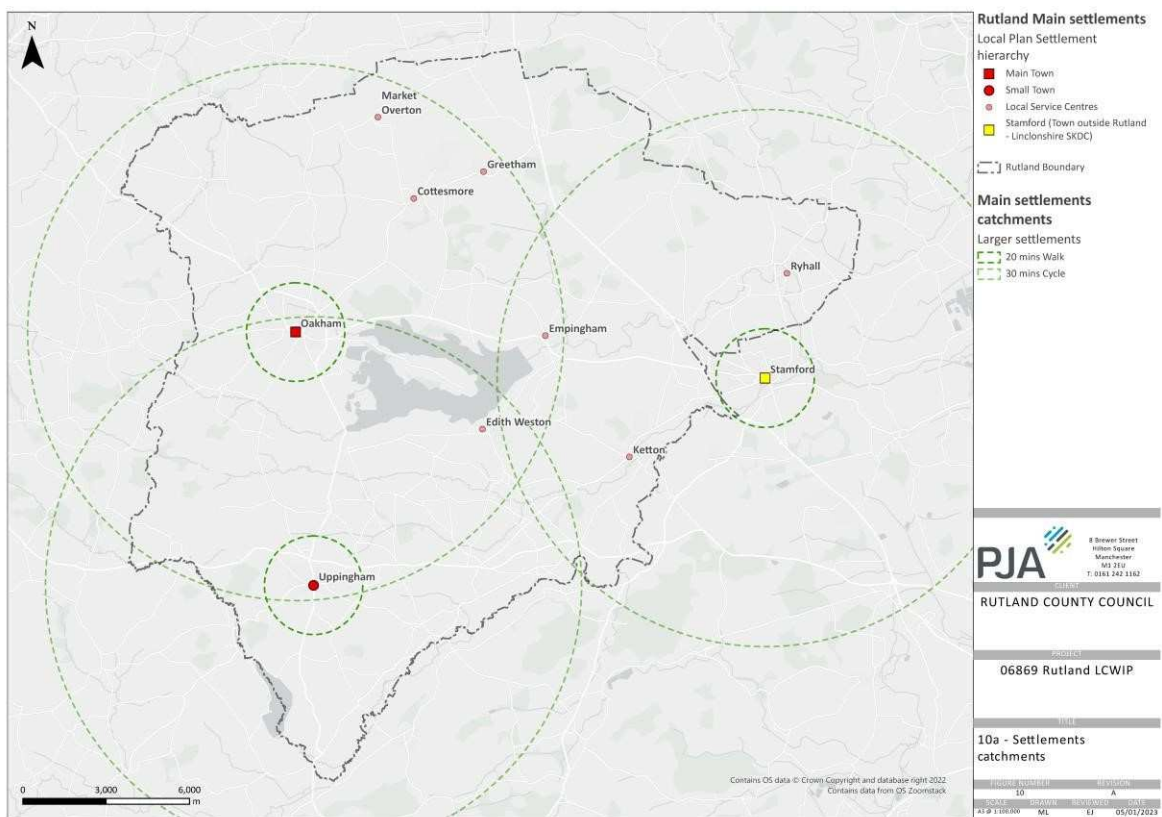


Figure 3-5: Walking and cycling catchments from main settlements

Most workplaces for residents in Rutland are concentrated around Oakham, Uppingham and Cottesmore. Stamford and Melton are important local destinations outside Rutland, with maps below showing the travel to work patterns from the different areas of Rutland. In the entire county, 46.62% (6446 people) of its population travelling for work (13,824 people) commute outside its administrative boundaries. Among these, most of the people travel to Stamford (9%), Corby (3.26%), Melton (3.5%), Leicester (4.63%), and Peterborough (7.34%).

Around 46% of Oakham residents in employment travel to work within Oakham itself, with 23% of these people travelling to work by car. As Oakham is a small town, just 2.5km across, most people would be able to walk or cycle these distances². Figure 3-6 shows the major commuting patterns between areas of Rutland, and surrounding areas. Significant flows between the major settlements of Oakham, Uppingham, Melton and Stamford are observed. Substantial commuter flows between Oakham and Cottesmore are also evident, likely to be driven by the MoD site in this area.

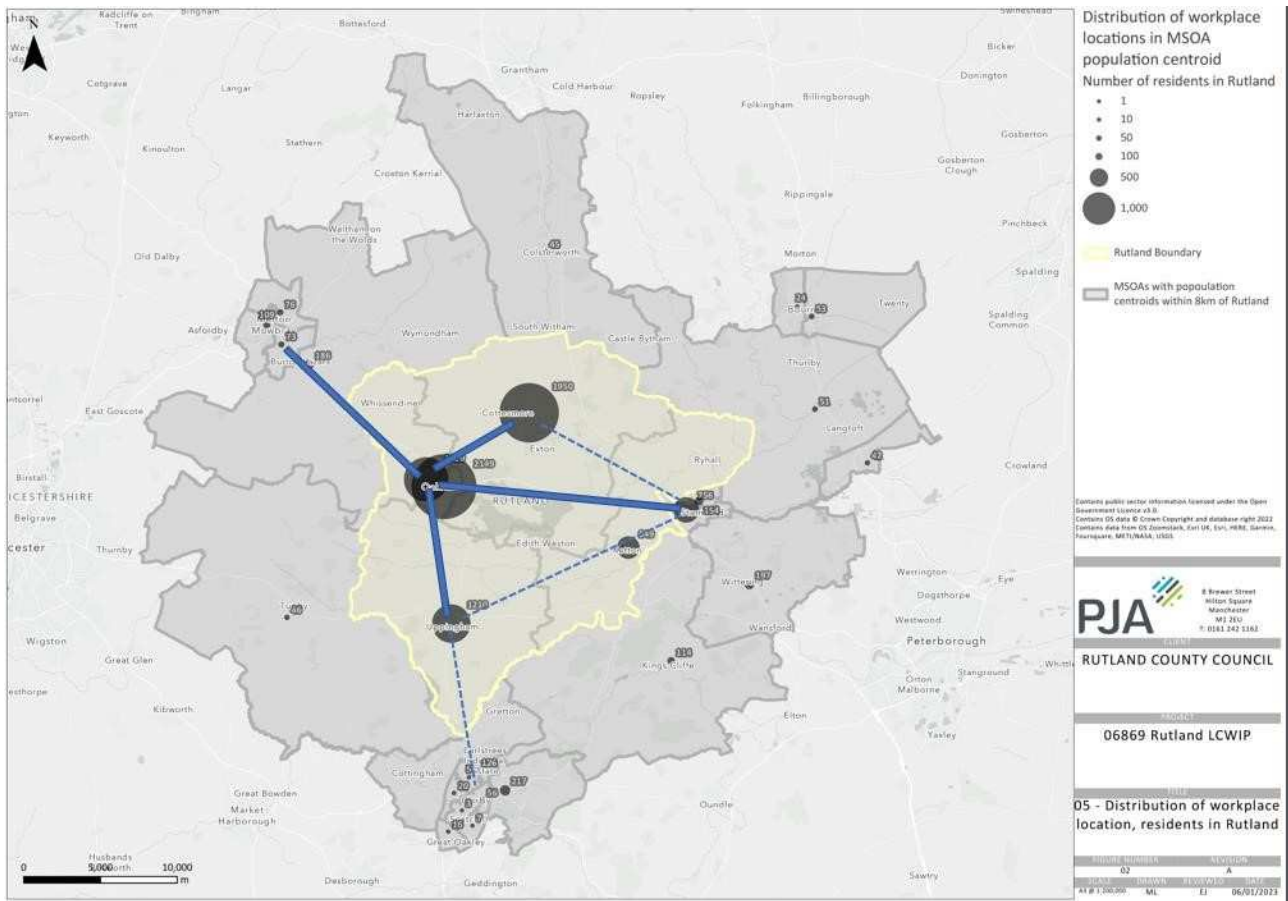


Figure 3-6: Rutland commuter patterns, Census 2011

With high car ownership, the population of Rutland tends to use their cars to get to work, with up to 80% of people using the car in some outlying areas. This falls to below 50% in some urban areas.

Rural areas containing MoD premises appear to have lower car use with personnel living and working on site.

² Nomis 2011, WF01BEW - Location of usual residence and place of work (OA level)

There are lower levels of regular utility cycling than recorded for the region and England as a whole (0.5% in Rutland, 1.3% in the East Midlands, 0.6% in Herefordshire and 1.7 in Shropshire)³. In addition, the proportion of our residents walking for utility purpose, at three times a week is 25.7% which is lower than that seen at a regional (32.6%) and national level (36.4%) as well as that seen in our nearest statistical neighbour counties. As identified below, walking and cycling levels are much higher in urban areas and those areas with MoD premises. Walking and cycling to work is generally below 10% in outlying areas.

As identified below, walking and cycling has much higher use in urban areas and those areas with MoD premises.

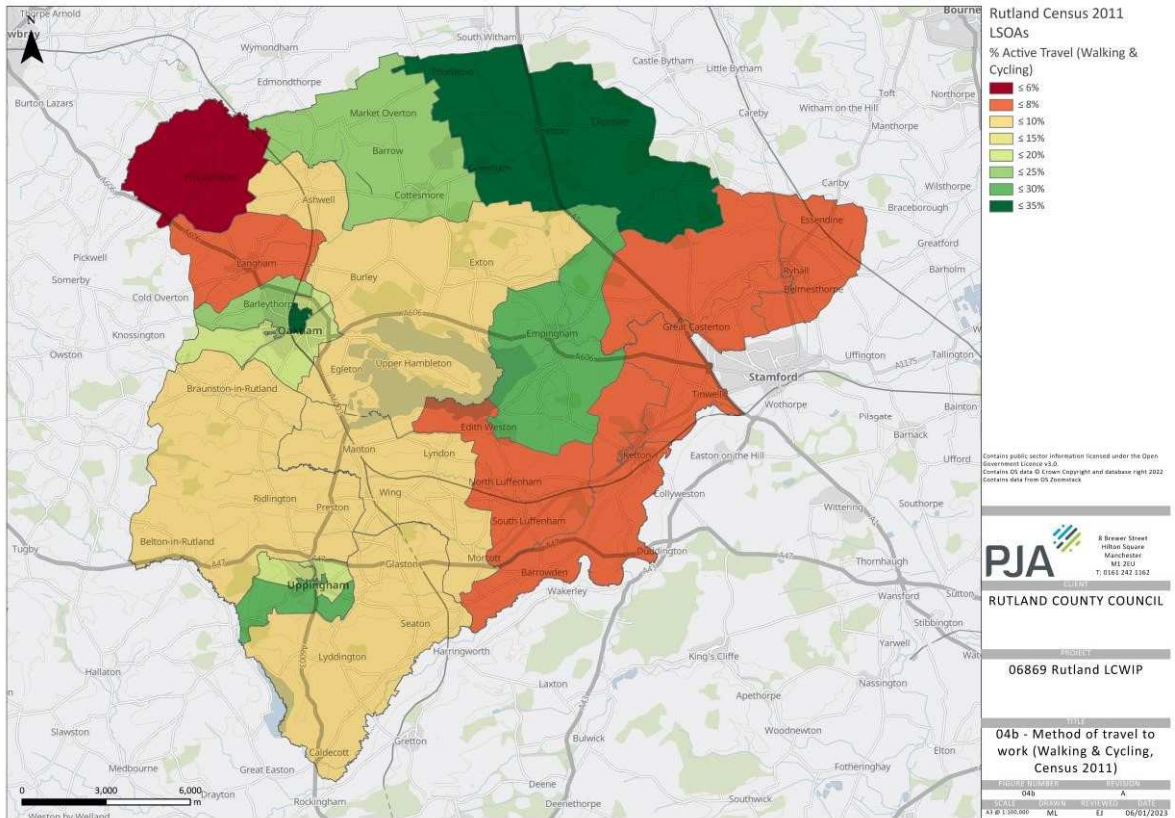


Figure 3-7: Travel to work by Active Travel, 2011 Census

There are, however, higher levels of leisure cycling. The percentage of adults cycling for leisure⁴ at least once a month is 16.8% in Rutland compared to 10% nationally. The level of more frequent

³ Department for Transport (2016), Table CW0104 and CW0105 – Proportion of how often and how long adults cycle/ walk for by local authority

⁴ Based on 2014/15 data

leisure cycling is on par with the rest of the country. Levels of leisure walking on the other hand are higher, at all frequencies, in Rutland than seen across the East Midlands and England⁵.

3.4.1 Road Safety

The collision and casualties map below shows the distribution of pedestrian and cycle casualties since 2017 across the county. The data shows some concentration of collisions in urban areas where walking and cycling tends to be higher. Several pedestrian casualties have occurred in the centre of Oakham, especially along the High Street and Cold Overton Road through the town centre, where footfall is highest. A slight pattern of cycle collisions at junctions on the Oakham bypass is also evident.

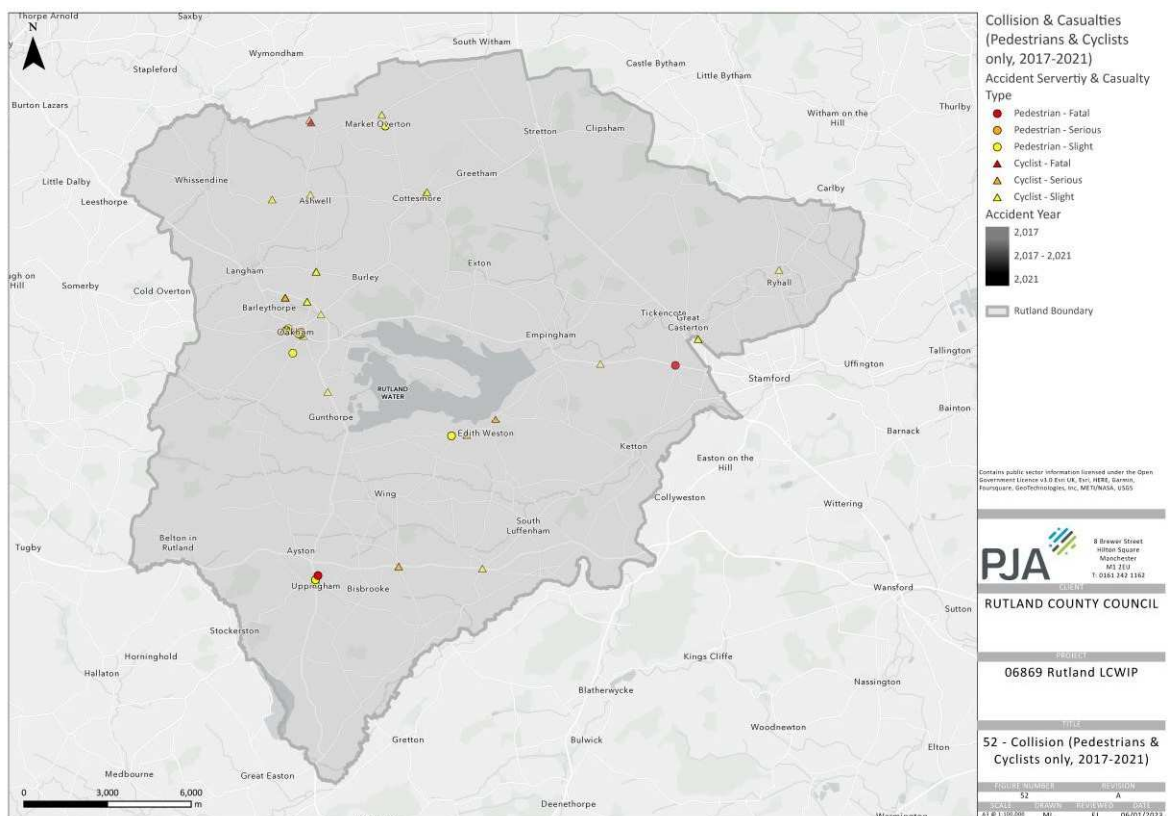


Figure 3-8: Collision and casualties amongst pedestrians and cyclists (2017-2021)

⁵ Department for Transport (2016). Table CW0104 and CW0105 - Proportion of how often and how long adults cycle/ walk for (at least 10 minutes) by local authority

3.4.2 Existing Networks

The existing cycle network in Rutland is outlined in Figure 3-9, showing paths alongside main roads, as well as leisure-focussed off-carriageway tracks.

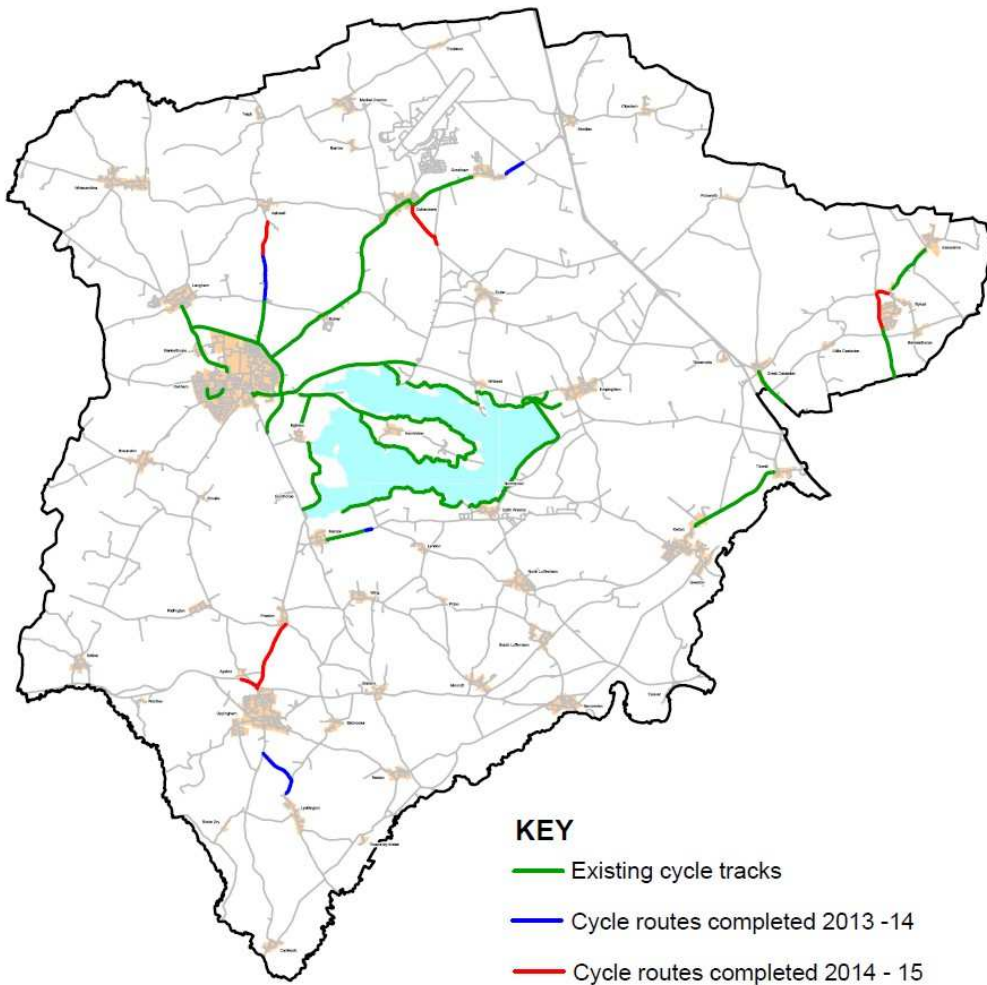


Figure 3-9: Existing Cycle Network

Provision for cycling around the county typically comprises shared use paths alongside main roads, which vary in width and quality. Figure 3-10 shows typical provision around Oakham, with an older, narrower path on Ashwell Rd, and a recently installed wider shared use path on Burley Rd.



Figure 3-10: Typical Shared Use Path arrangements (Ashwell Rd/Burley Rd)

There is substantial demand for leisure walking and cycling in Rutland, with the Rutland Water loop a popular attraction. This route is largely off-road and focussed on leisure access – and is only paved on some sections, with the surface and path width varying in type and quality around the water. Some short sections of the loop around Manton and Lyndon Top are on-carriageway. Figure 3-11 shows the variety of provision for walking and cycling on the Rutland Water loop.



Figure 3-11: [Typical Rutland Water Loop arrangements (Clockwise: Manton/Lyndon Rd/Lyndon Top/Rutland Nursery)]

Footways in Oakham and Uppingham are generally in good condition where present, although some dropped kerbs and crossing points would benefit from improvements. Oakham High Street enjoys wide pavements, as shown in Figure 3-12, but suffers from significant through traffic and pavement parking which impacts on the pedestrian experience.



Figure 3-12: Oakham High St



4 LCWIP Stage 3 and 4 – Cycle and Walking Network Planning

Stages 3 and 4 of the LCWIP process draw on the information gathered in stage 2, and the Propensity to Cycle Tool, as well as bespoke analysis of non-work trips, supported by stakeholder engagement, to develop a walking and cycling network for the study area which responds to demand and local circumstances.

4.1 Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) is a DfT-sponsored model that identifies where rates of cycling to work are most likely to be increased. The commuting model uses 2011 census journey to work data to forecast the likely increases in cycling trips based on a number of scenarios below;

- Government Target – representing the doubling of existing cycling trips as set out in the Cycling Delivery Plan.
- Gender Equality – where women are as likely to cycle as men
- Go Dutch – where a Dutch propensity to cycle is assumed
- E-Bikes – a development of the Go Dutch scenario where an increase in e-bike use assists with hillier and longer routes.

For the purpose of cycle network planning, we often use the most ambitious scenario, i.e., the “EBikes” scenario in understanding demand distribution in the best-case scenario of cycle uptake. It is deemed that “E-Bikes” scenario would be appropriate for the context of Rutland anyway given the longer distances between villages, hilly terrain and slightly older population mean that e-bikes are likely to play an important role in providing active travel in the future.

The PCT can provide both straight line demand outputs – showing simple ‘desire lines’, and demand applied to the existing road networks. In rural areas such as Rutland, the census zones on which the analysis is based, tend to be large – reflecting the sparse population density. This means that the applied network outputs can be less reliable, so the straight-line desire line outputs are the preferred indicator of commuter demand. The analysis considers trip origins and destinations from outside the county as well as internally, so links to nearby settlements are also shown in the dataset.

Figure 4-1 shows the straight-line propensity to cycle outputs for Rutland, with the 2011 data uplifted to 2021 to reflect the latest population changes but retaining the more reliable 2011 travel to work patterns as the latest 2021 patterns subject to quality issues affected by the COVID-19 pandemic making the data less reliable.

The PCT shows a clear ‘spoke’ pattern, with desire lines radiating out from Oakham, reflecting the town’s status as the main employment centre. The outputs show a strong propensity to cycle between Oakham and nearby villages such as Whissendine, and Cottesmore, and some longer



journeys between Oakham and Stamford – although the distance between the two towns – around 11 miles – is at the upper limit of what most people would consider a reasonable cycle trip to work. The addition of e-bikes is likely to support demand for longer journeys like this. Demand for trips across the A1 at Stretton is also made clear in this analysis.

Demand between Oakham and Uppingham is relatively clear, particularly when considered alongside demand to and from smaller villages between the two towns.

The analysis shows significant demand for short trips within Oakham – driven by the 46% of Rutland workers who also live in the town. Realistically many of these trips may be more likely to be walked rather than cycled, given the relatively compact nature of the town – something that will be considered in the development of the walking networks.

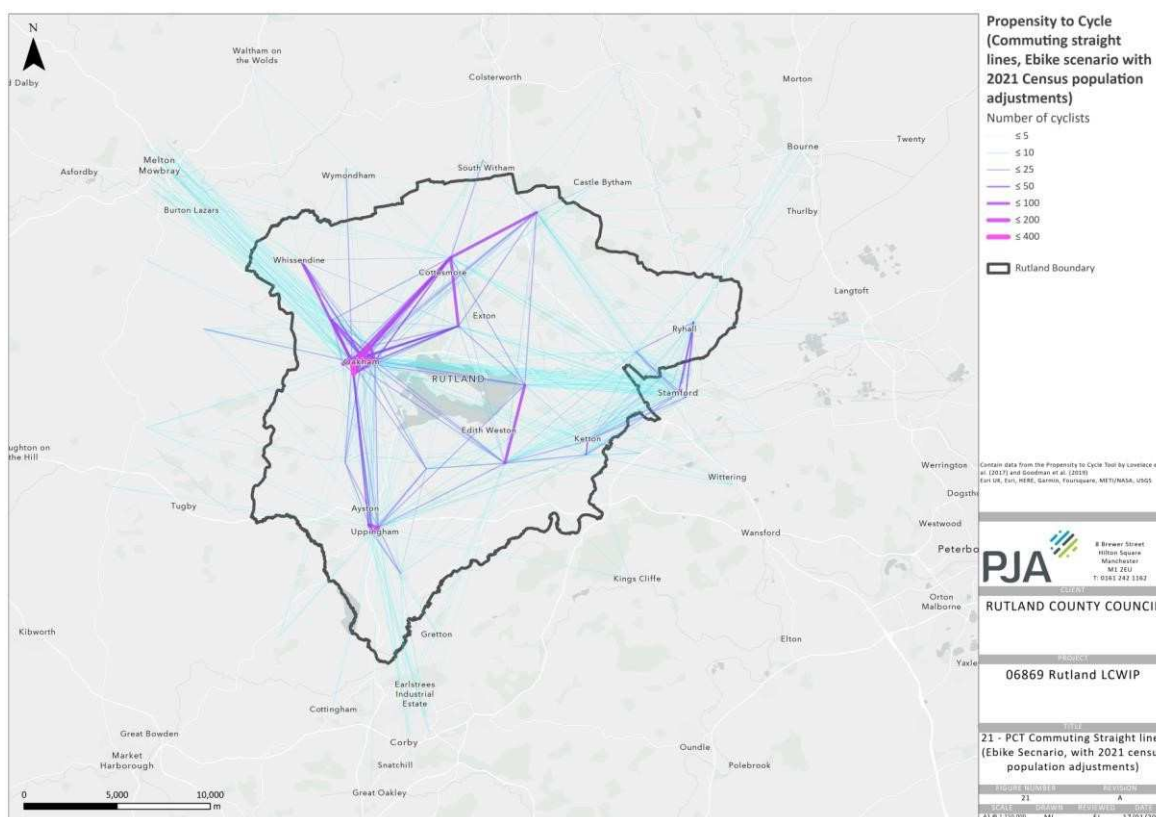


Figure 4-1: Propensity to Cycle – Straight line outputs, uplifted to 2021

The PCT Schools Travel model provides an indication of potential demand for cycle trips to schools in Rutland with similar scenario settings. The model uses pupil postcode data to plot shortest route travel to school from home using existing road network, and aggregate relevant demand to show a heatmap of travel by pupil. This data set can only be shown applied to the existing road network but provides an indication of where school travel is most likely to be an important consideration.

Figure 4-2 shows the school travel layer in the most ambitious scenario available – the “Go-Dutch” scenario for Rutland. The patterns are broadly similar to those observed in the commuting data set,



with local links in Oakham of high importance, but the demand on links between Great Casterton (home of Casterton College) and Stamford is clearly shown. The link between Uppingham and Uppingham Community College – to the south of the town – is also an important link for school travel.

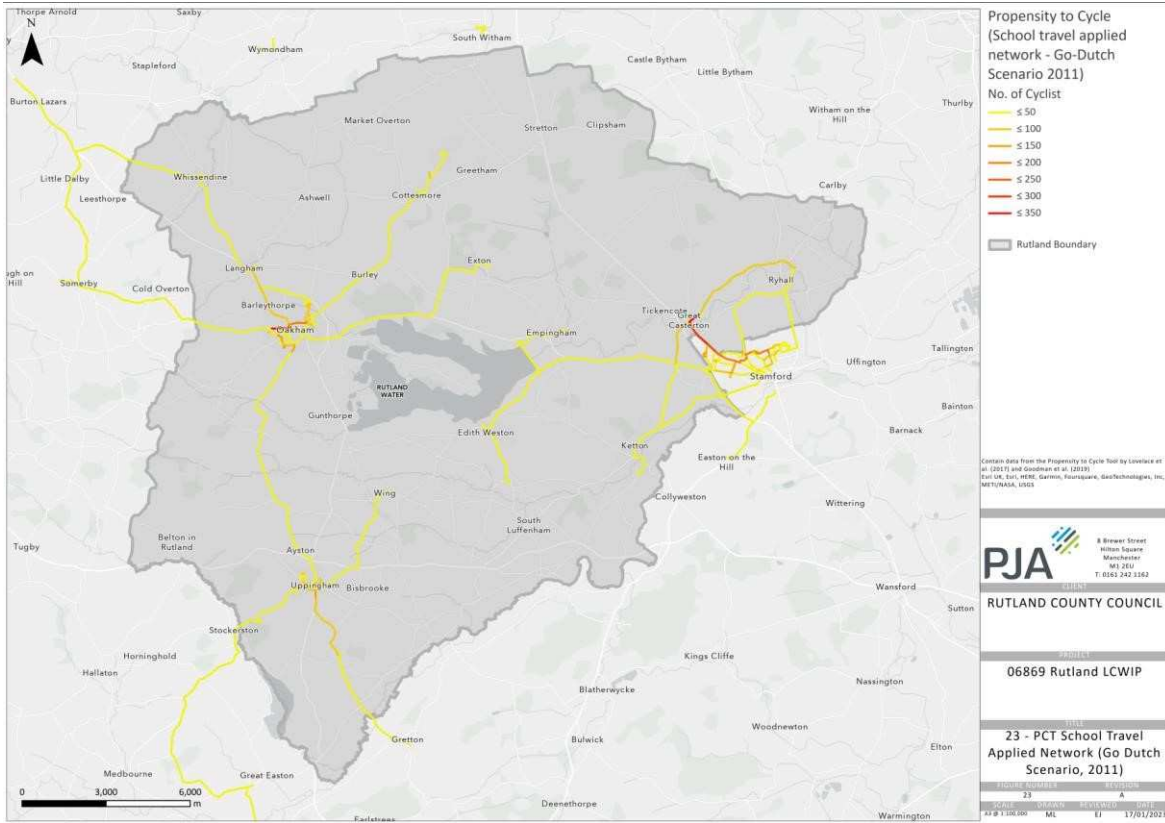


Figure 4-2: PCT Schools Layer – applied network

4.2 Everyday Trips Analysis

Travel to work accounts for only around a third of most people’s total travel, so other ‘everyday’ trips should also be considered when developing active travel networks. These journeys incorporate many local utility journeys – trips to the shops, doctors, visiting friends and family which are not picked up in other data sets. A bespoke ‘Everyday Trips’ analysis has been undertaken to provide a better understanding of these journeys. Given the local importance of leisure trips – especially those associated with Rutland Water – key attractions around the area have been added to this analysis, along with access points to green space, so that journeys to rural attractions are included in the data.

LCWIP Stage 3 and 4 Cycle and Walking Network Planning

4.2.1 Methodology

In order to determine the key desire lines for ‘everyday’ walking and cycling such as such as to work, school and the shops, the spatial relationship between key origin and destinations was analysed. For origins, a 0.25km² hexagon grid was applied to the whole of Rutland, where grids that contains 2021 Census LSOA population weighted centroid are considered as origins. For destinations, two classes of destinations were identified:

- Class 1: Identified towns, railway stations, and Key attractions
- Class 2: Key employment and retail allocations, local settlements, bus stops, education (primary and second schools), healthcare facilities (hospitals, GP practices, dentists), supermarkets, access to greenspace etc.

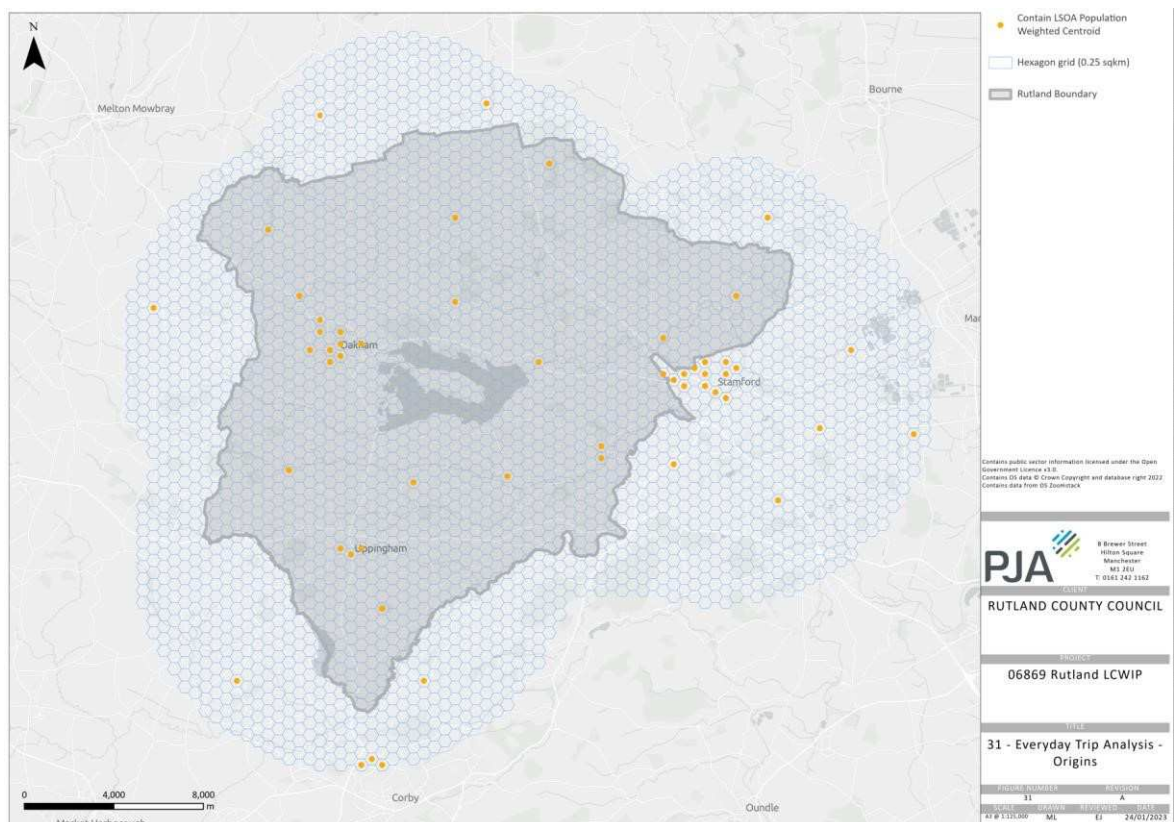


Figure 4-3: Everyday Trips Origins

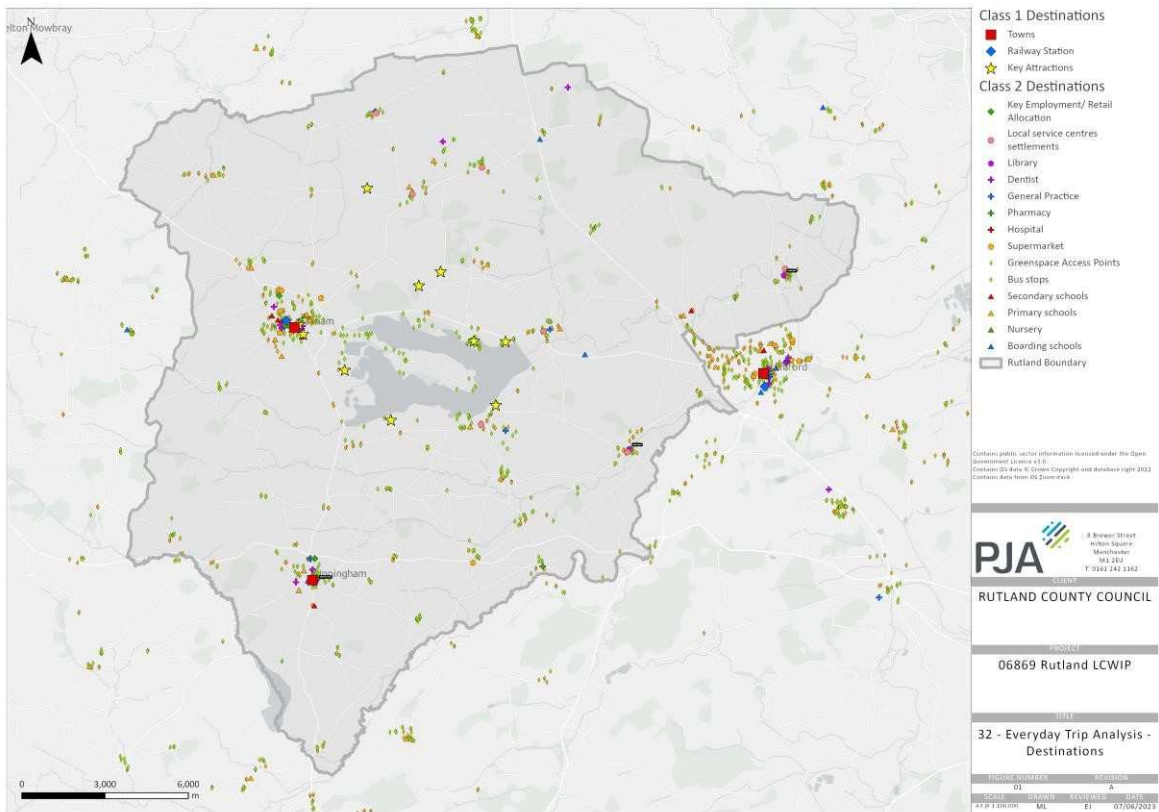


Figure 4-4: Everyday Trips Destinations

Origin-Destination desire lines were created from each origin centroid to the nearest Class 2 destination, and to all Class 1 destinations between 2km and 5km. Desire line clusters were generated using statistical clustering to identify desire line in groups that are near to one another. These desire line clusters represent the statistical best-fit line of linkages to be made for ‘everyday cycling’.

4.2.2 Analysis

The Everyday Trips analysis considers a variety of journey types, so desire lines for different journey lengths are considered;

- Walking Trips (0-2km)
- Cycling Trips (2-5km)
- Cycling Trips (5-10km)

Figure 4-5 Shows the clusters of desire lines for everyday trips under 2km – which can be considered walkable. As may be expected, the vast majority of these clusters are within Oakham.

A strong east-west desire line is evident, approximately following the High Street, and also linking the outer residential areas along Cold Overton Rd, and towards the residential estates to the east of the centre. A desire line linking the centre of Oakham to the newly expanded area of Barleythorpe is evident, with this link also connecting Catmose College.

An east-west desire line is also evident in Uppingham, approximately following the High Street.

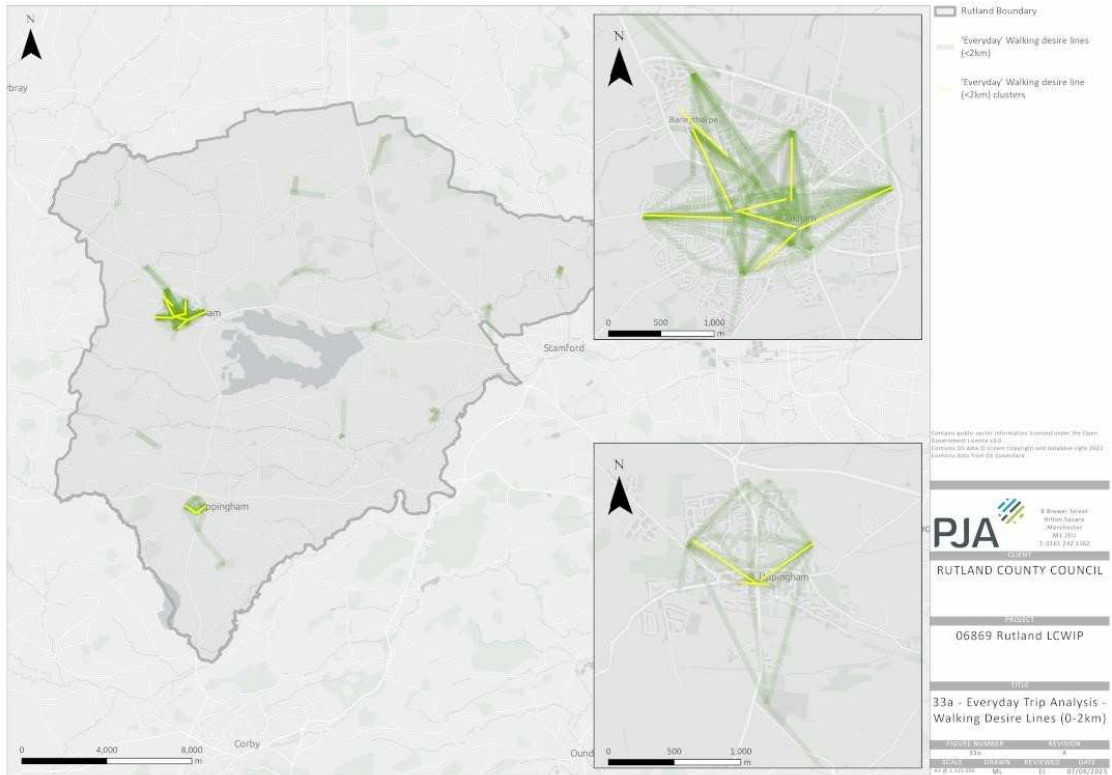


Figure 4-5: Everyday Trips Desire Lines (0-2km/Walking)

Figure 4-6 shows the desire lines for Everyday trips between 2-5km in length. The clusters primarily show the dependence of outlying villages on the larger towns for access to facilities, with significant desire lines into Stamford from Ryhall and Great Casterton, into Uppingham from Lyddington, Ayston/Riddington and Wing/Preston, and into Oakham from Egleton, Langham and villages along the A606. The inclusion of leisure destinations in this analysis also draws out the links towards the Rutland Water access points at Whitwell and the birdwatching centre at Egleton.

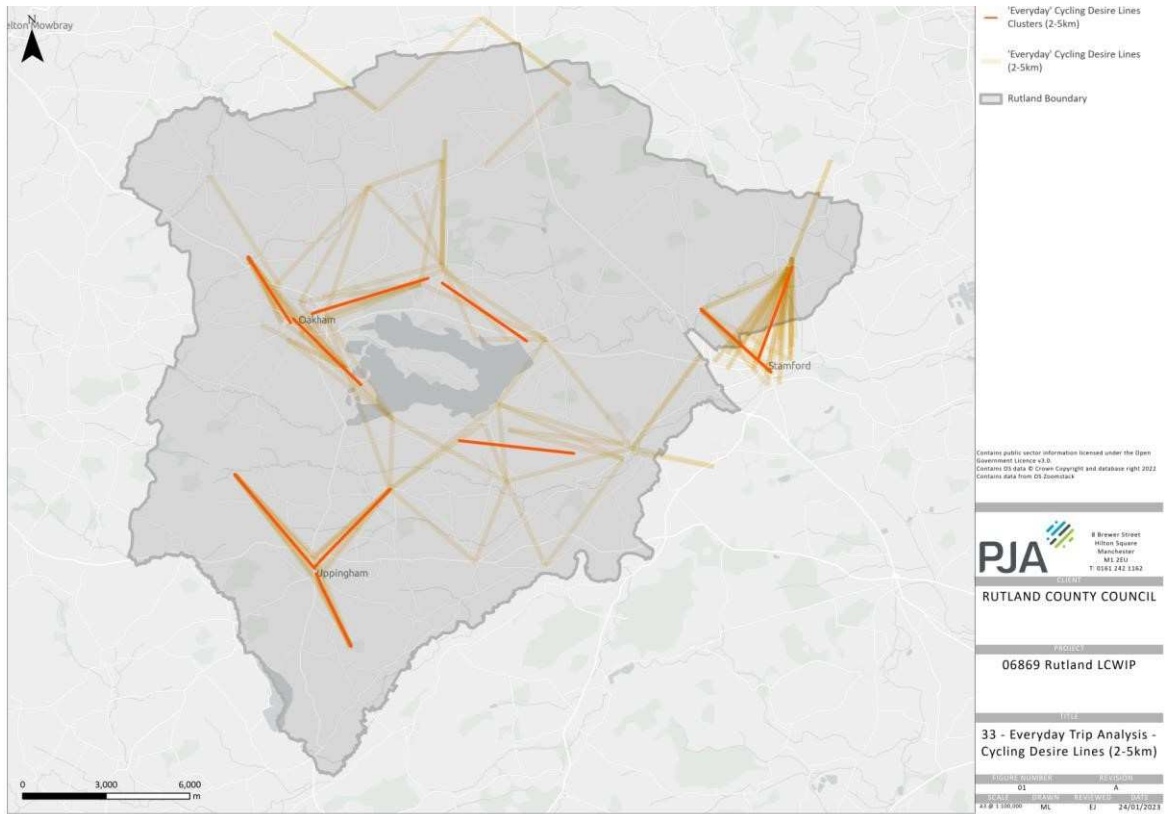


Figure 4-6: Everyday Trips Desire Lines (2-5km)

Figure 4-7 shows the longer desire lines for everyday trips across the area. The longer trip length brings more outlying villages into the analysis – with desire lines from several villages into Oakham, and several lines beyond the Rutland boundary, particularly towards Corby in the south, into Stamford from Ketton and Eppingham, and into Oakham from Cold Overton. As with the shorter trip analysis, the desired leisure links to Rutland Water are evident, including to Normanton from Oakham and Stamford.

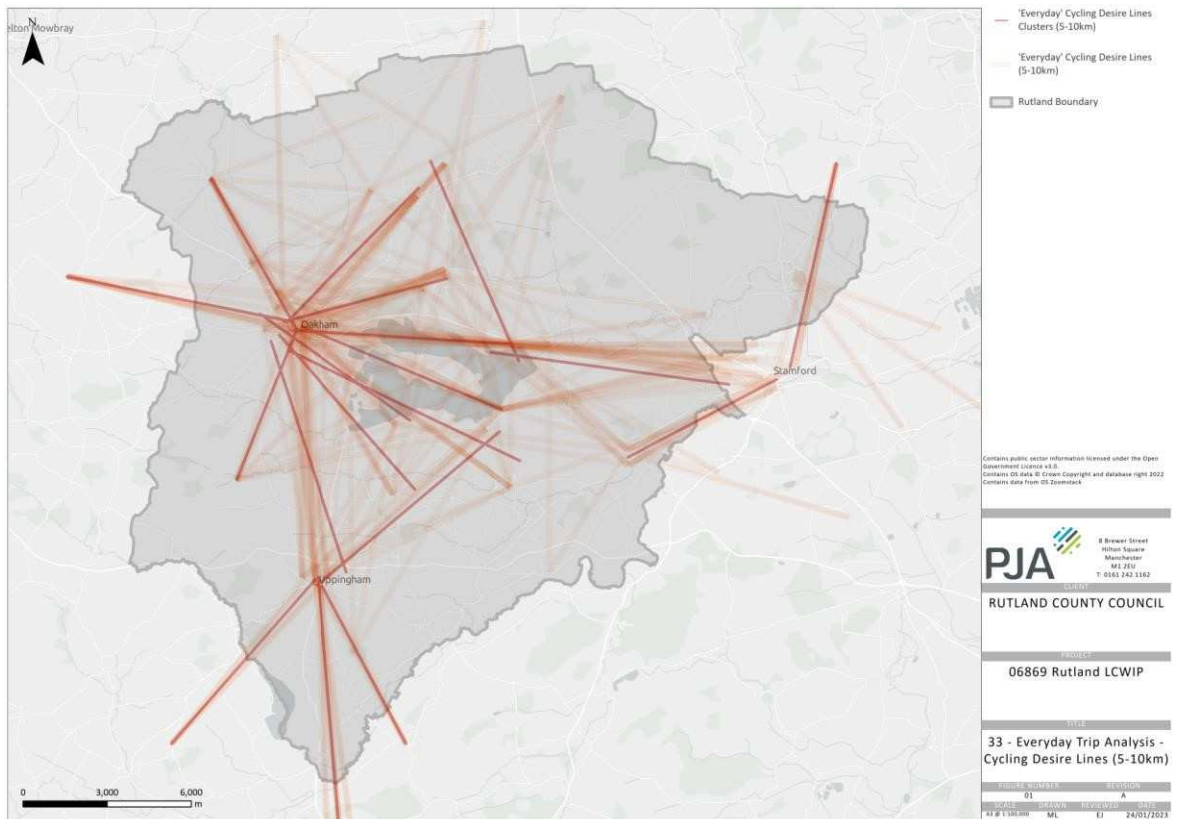


Figure 4-7: Everyday Trip Desire Lines (5-10km)

4.3 Route Identification and Audit

4.3.1 Routes Selected for Audit

Based on the analysis described above, the background information and engagement with stakeholders, 15 inter-town routes, and 17 town routes in Oakham and Uppingham were selected for audit. In addition, the Rutland Water link between Manton and Lynton Top has been audited, as the only section of the Rutland Water loop which is on-road.

Figure 4-8 outlines the inter-town routes selected for audit, with Figure 4-9 and Figure 4-10 showing the walking and cycling routes in Oakham and Uppingham selected for audit in more detail.

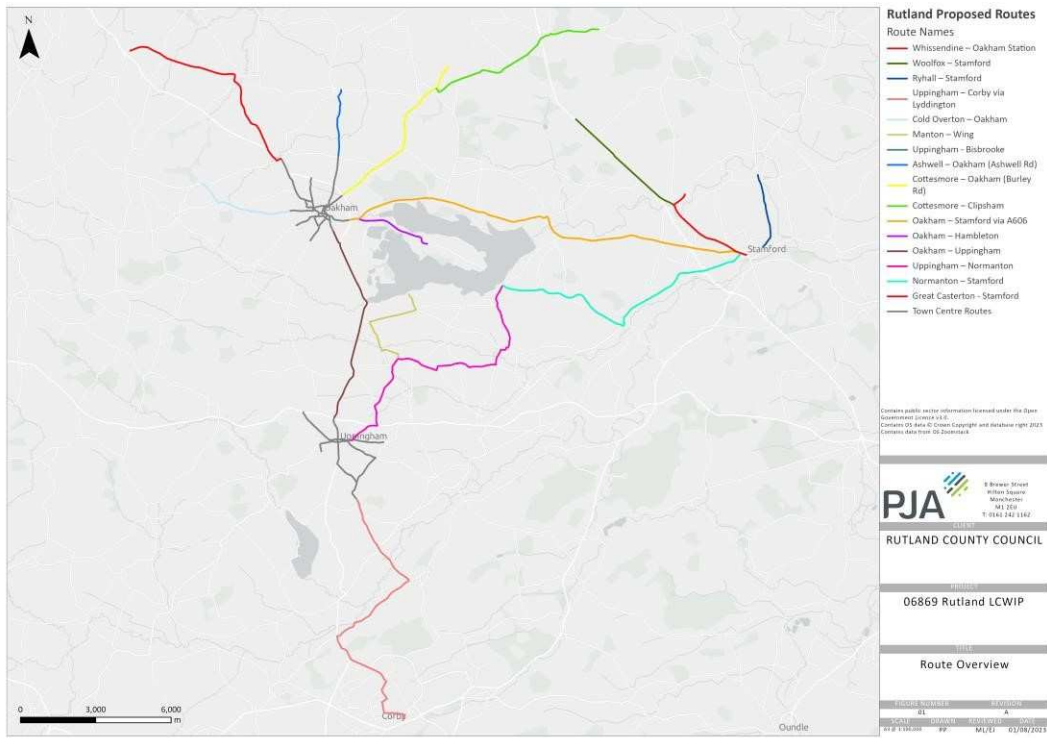


Figure 4-8: Rutland Inter-Town Routes for audit

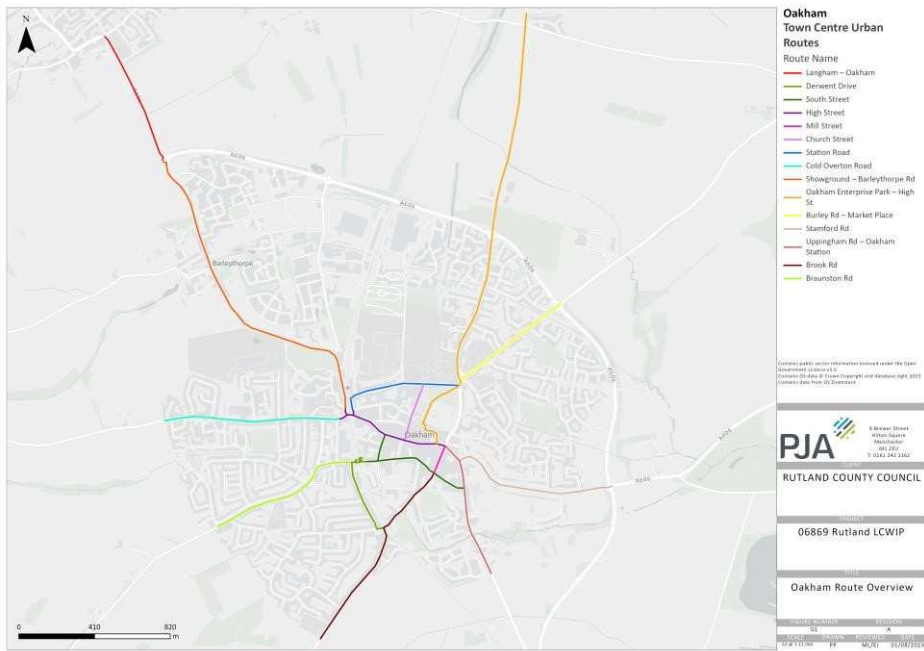


Figure 4-9: Oakham Walking and Cycling Routes for audit

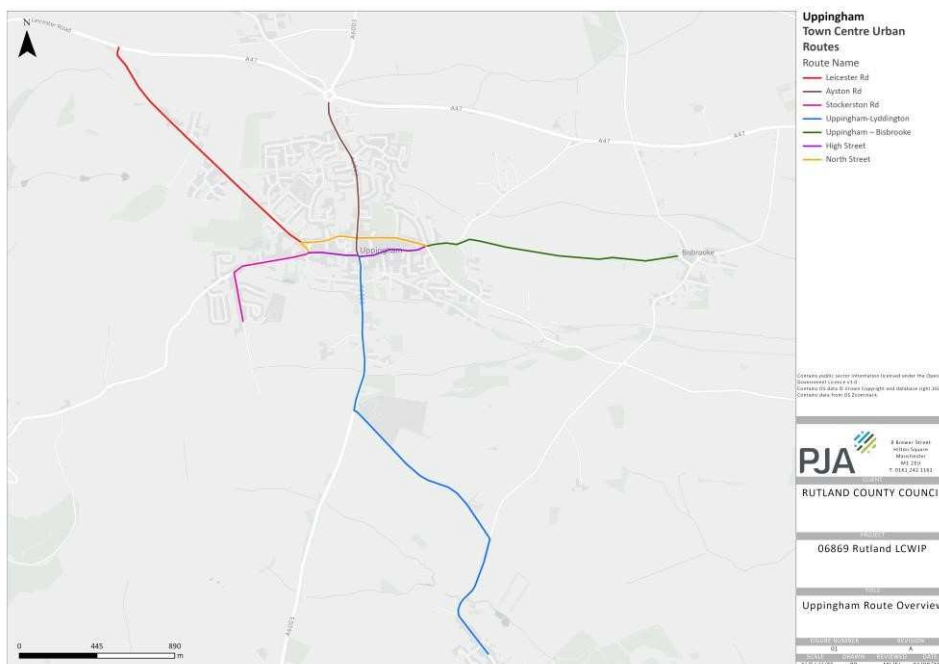


Figure 4-10: Uppingham Walking and Cycling Routes for audit

4.3.2 RST audit methodology

The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight-line corridor, referencing against existing conditions and the shortest available route. It considers five important criteria that determine the quality of a cycling route (directness, safety, gradient, connectivity, and comfort) plus junction safety. Along with other information collected during the LCWIP development, the RST audit then helps inform recommendations for improvements along each corridor. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- Directness: Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle is scored positively for Directness. Higher scores can be achieved through the introduction of modal filters or routing cyclists through parks/open spaces to provide a more direct connection.
- Gradient: Identifies the steepest section of route within the proposed alignment with gradients that exceed either 5% in gradient and/or 50m in length scoring lower.
- Connectivity: Records the number of individual cycle connections into a section of route. Routes should aim to have >4 connections per km.
- Comfort: Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).



- **Critical Junctions:** Assesses several critical junction design issues including vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries.

The RST outcomes are recorded as Red/Amber/Green, showing the overall score across the categories.

More information about the RST can be found in the DfT LCWIP Guidance suite of documents.⁶

4.3.3 RST Audit Findings

Most of the routes in Rutland are direct and have acceptable gradient considering its rural nature, except the routes connecting Oakham to Uppingham and Manton to Wing which are considered to be challenging. The town centre routes show very good interconnectivity, but with some critical junctions impacting on the quality of the connection. There are more critical junctions on the routes connecting Langham and Whissendine; Uppingham and Corby.

The RST identified a number of key themes:

- **Lack of dedicated cycling facilities** – Existing cycling infrastructure within Rutland remains very limited which results in cyclists being forced to use the carriageway and share with general traffic on most routes. Main routes connecting major towns like Stamford, Uppingham, and Oakham have most of its sections with very limited, partially segregated cycling spaces resulting in a very unsafe cycling environment due to high-speed traffic on A roads and minor rural roads on national speed limit. It's recommended to improve the cycling conditions especially on these routes to promote inter-town green transit.
- **Constrained road space and typology** – The road typology in major town centres like Oakham, Uppingham, as well as connections from Stamford are all constrained where it is difficult to develop cycle network based on alternative routes with light traffic. Adopted road width is also very constrained in terms of both carriageway and footway spaces. This very much limits the possibility of retrofitting links with dedicated protection for cyclists, wherever it is necessary to do so given high motor traffic flows.
- **Junctions** – Dedicated cycle crossing facilities are rare in major town centres like Oakham and Uppingham. This reduces the overall cycle permeability, with cycle connections sometimes poorly linked. A key recommendation therefore is to improve key junctions/crossings in the town and along the inter urban routes as well to improve connectivity and permeability for cycling within Rutland. This brings improvements for pedestrian movements as well.

⁶ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>



- **High vehicle flows** – This was a particular issue on busier routes, such the main roads in the town centres and the interurban routes e.g. A1 connecting Stamford, B640 in Oakham, West Street in Stamford etc.
- **Rutland Water** - Inconsistent provision for walking on the circuit around the reservoir. Although primarily a leisure route, the loop includes some utility routes, and is a key local attraction for outdoor pursuits, but the type of path available varies - with some parts wellsurfaced, with wide paths comfortable for groups of people walking or cycling, and others narrow, unsurfaced paths which are inaccessible to some users. A short section of the loop is on-road, with no footway or separated cycleway.

The full RST findings are summarised in Figure 4-11 and presented fully in Appendix B.

LCWIP Stage 3 and 4

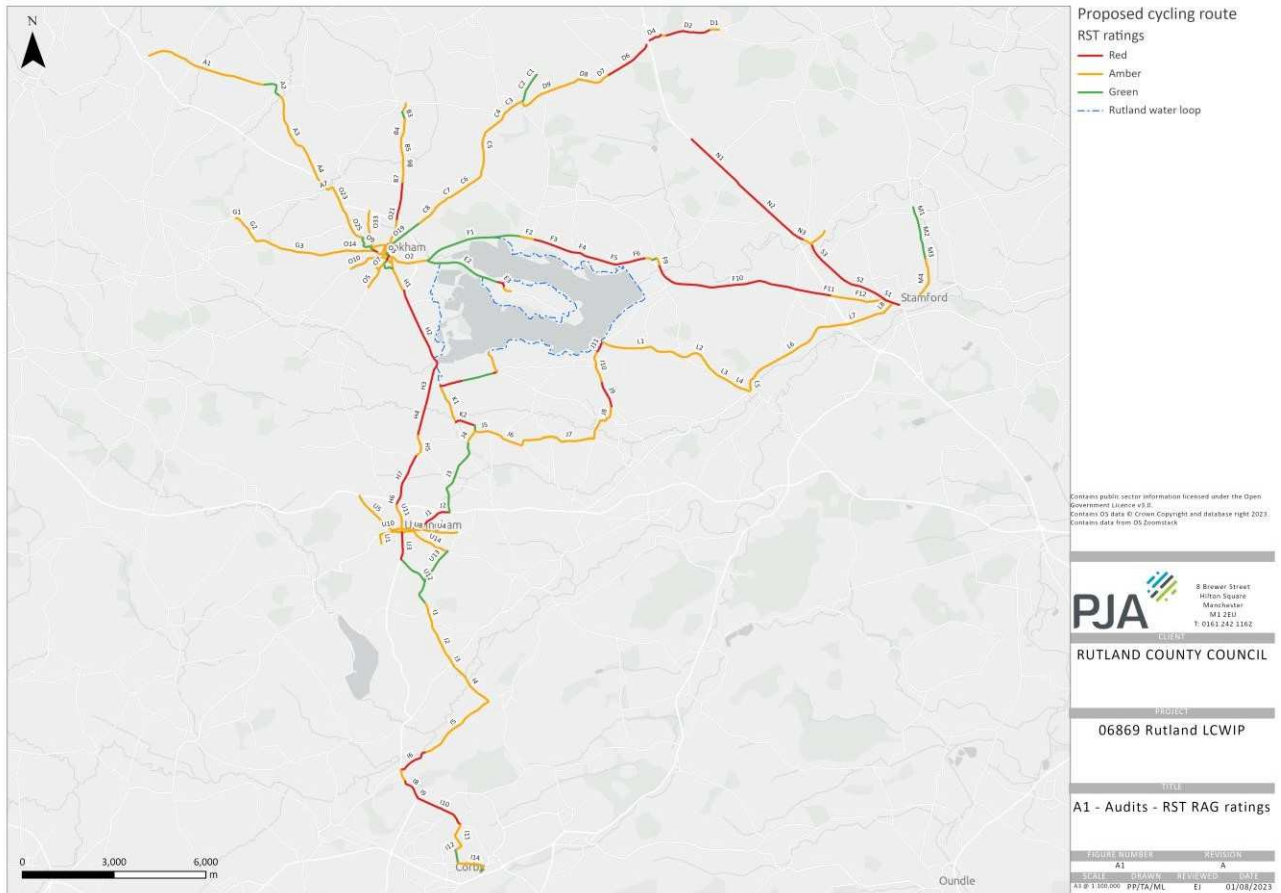


Figure 4-11: RST RAG Summary

4.3.4 Walking Route Audit Tool (WRAT) methodology

The Walking Route Audit Tool is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution, and fear of crime upon the attractiveness of a route.
- **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings.
- **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route.
- **Safety:** Focusses on the impact of vehicle volumes and speeds and interaction with pedestrians.
- **Coherence:** Focuses on the provision of dropped kerb and tactile information for pedestrians.



More information the WRAT can be found in the DfT LCWIP Guidance suite of documents.⁷

4.3.5 Walking Audit Findings

The findings from the walking audits were translated into design measures for each route and are shown later in this chapter.

The walking audit identified a number of key themes:

- **Junction treatment:** Many of the priority junctions in the county have wide corner radii and junction splays which significantly lengthen crossing distances and create a disjointed experience for pedestrians. However, the local and small-town centres have narrow lanes with small corner radii resulting in blind turns. The recommendation for these locations is to consider tightening the junction geometry and installing either continuous footway/raised table treatments to improve continuity and priority of pedestrian facilities while providing a wider footway where possible.
- **Lack of crossing provision:** A considerable number of roads within Oakham and Uppingham town centres are quiet residential roads where there are plentiful gaps in traffic for pedestrians to cross comfortably without the need for dedicated crossing facilities. However, roads with heavier thorough traffic often have insufficient crossings, or crossings misaligned with pedestrian desire lines. Additional crossings would be beneficial for these highly trafficked routes; but also improve sense of safety for pedestrians on roads with wider geometry that enables faster vehicle movement.
- **Missing dropped kerb/tactile paving:** Several priority junctions have missing or substandard provision of dropped kerb and/or tactile paving. This issue should be considered alongside the junction treatment locations as many sites have both issues.
- **Missing and narrow footways:** It is common for town centres in Rutland to have narrow footways or footways completely absent on one or both sides of the carriageway. On very quiet streets where vehicle traffic is low, pedestrians may safely walk in the carriageway, however, on busier roads, this is a key barrier to walking and in creating a connected walking network. The recommendations will identify where footway widening would be beneficial.
- **Paths and alleyways:** Some of the routes in small towns are linked by narrow paths and alleyways which provide important connections in the walking network and often much more direct routes than the on-road equivalent. However, clutter and maintenance were key issues which undermined the attractiveness of these routes. Though few had barriers restricting access, the WRAT audits identified that many were narrow and lacked lighting.

⁷ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

- **Signage and wayfinding:** although Rutland benefits from an extensive network of footpaths, they are sometimes not well signposted, limiting their visibility. Reviewing the existing signing scheme for the whole town in conjunction with the walking and cycling offerings of the town would help promote the network and encourage greater use.

The full walking audit findings are summarised in Figure 4-12 and Figure 4-13 and presented fully in Appendix B.

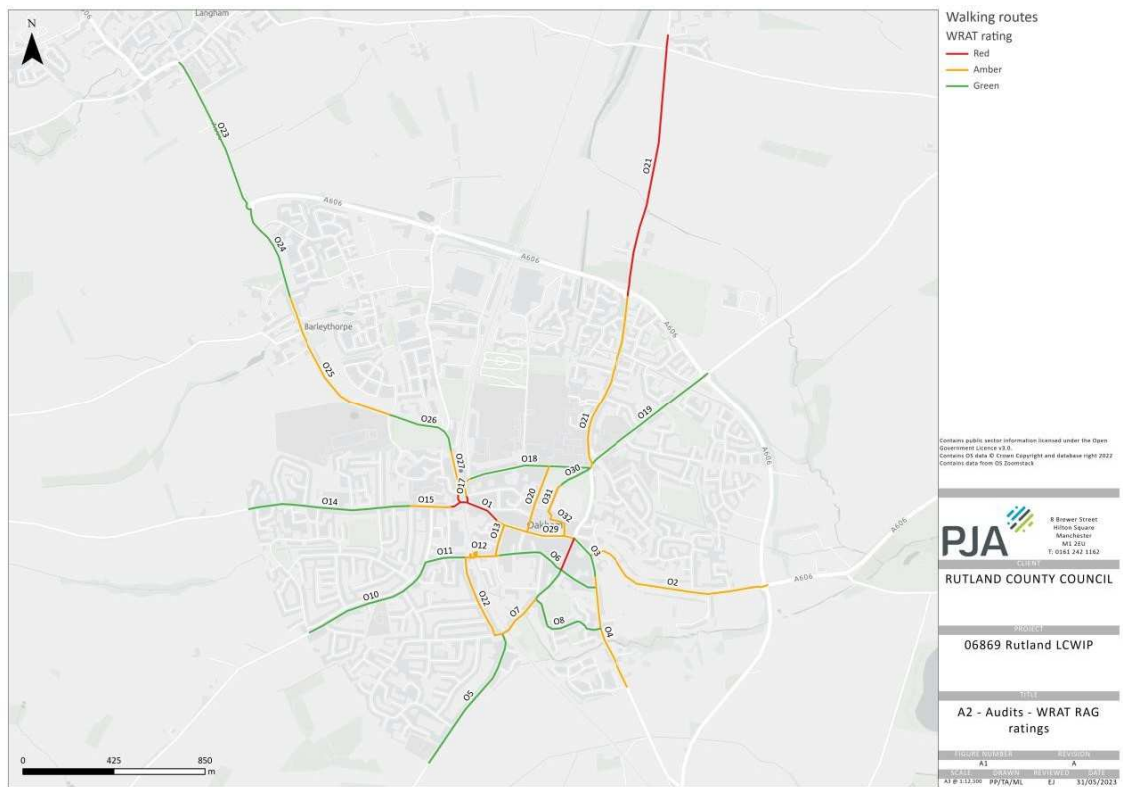


Figure 4-12: Oakham WRAT RAG Summary

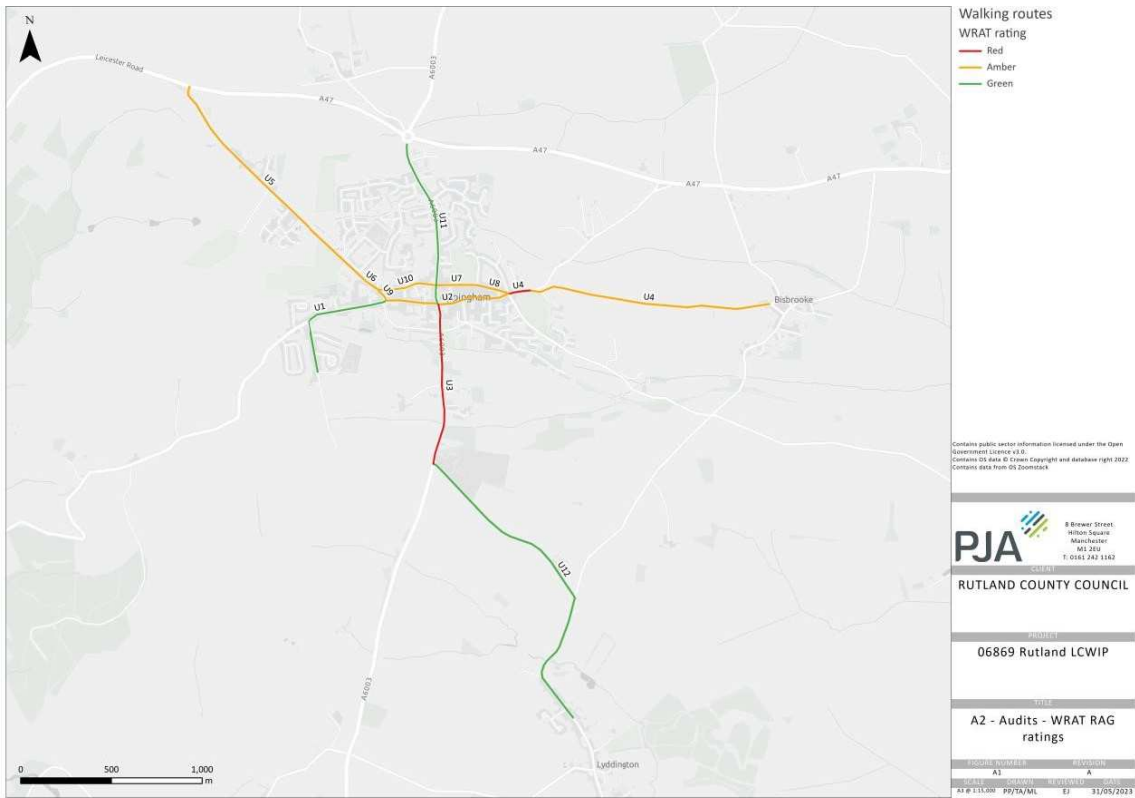


Figure 4-13: Uppingham WRAT RAG Summary

LCWIP Stage 3 and 4 Cycle and Walking Network Planning

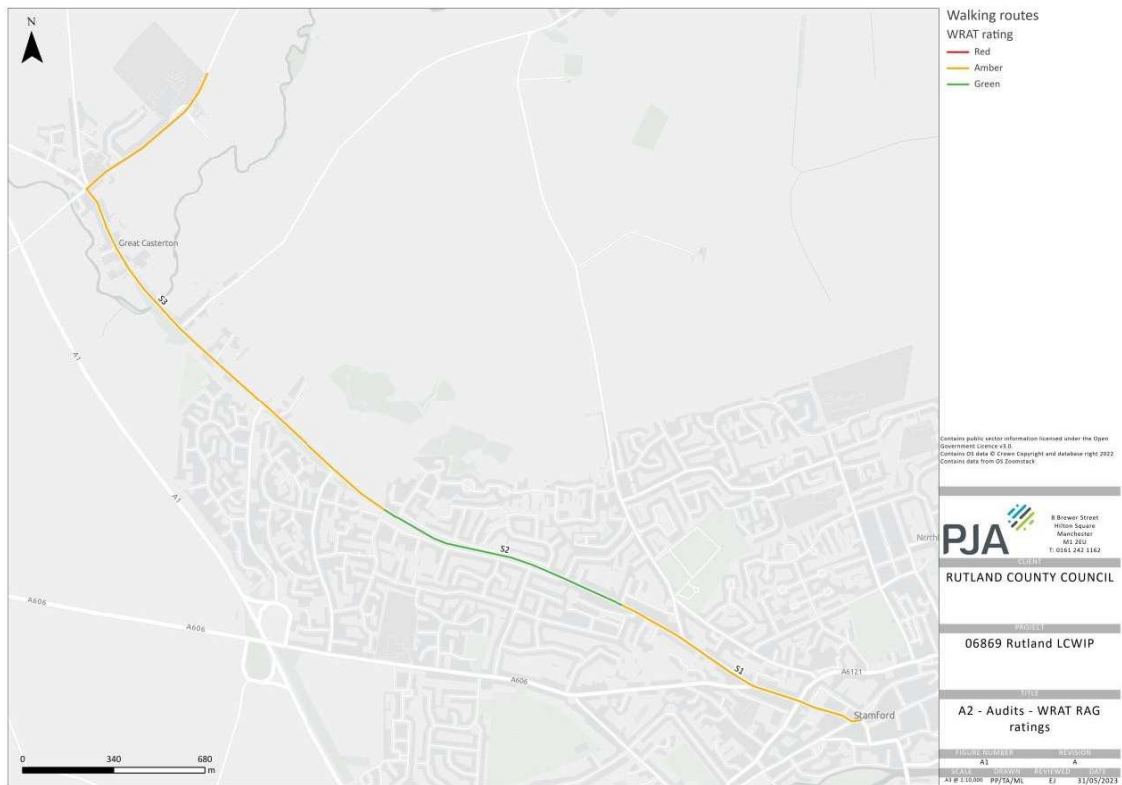


Figure 4-14: Stamford WRAT RAG Summary

4.4 Proposed Network and Design Recommendations

Based on the findings from the RST and WRAT audits, design recommendations were made for walking and cycling routes within town centre. Key design recommendations are informed by LTN1/20 and vary depending on conditions including traffic volumes and speeds and any constraints.

Aside from place-specific design recommendations, we have made some strategic suggestions with regards to the general traffic circulation within town centres which would enable the delivery of walking and cycling network in Oakham and Uppingham town centre, including implementing weight or through traffic restrictions in town centres, addressing certain critical junctions, and parking reviews.

Figure 4-15 shows an overview of the proposed routes in the town centres, and between settlements.

The full details of key findings and design recommendations for each area can be found in Appendix C.

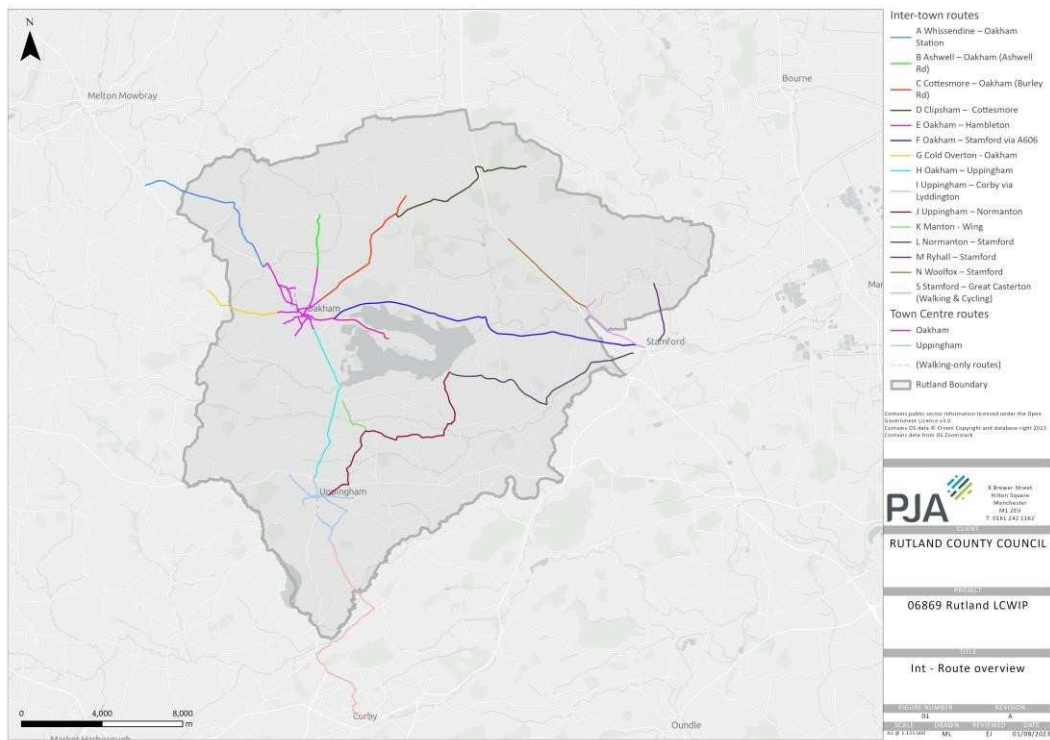


Figure 4-15: Proposed Route Overview

4.4.1 Costings

A high-level costing exercise has been undertaken for the network, based on costs for undertaking similar improvements elsewhere. The details of this costing exercise are outlined in Appendix C, but summarised in Table 4-1 .



	Total	Link costs	Point costs
Oakham	£ 4,052,639	£ 3,657,639	£ 395,000
Uppingham	£ 5,498,517	£ 4,417,642	£ 1,080,875
Town Centre Total	£ 9,551,156	£ 8,075,281	£ 1,475,875
A - Whissendine - Oakham Station	£ 608,169	£ 548,169	£ 60,000
B - Ashwell - Oakham (Ashwell Rd)	£ 787,164	£ 777,164	£ 10,000
C - Cottesmore - Oakham (Burley Rd)	£ 2,254,880	£ 1,899,880	£ 355,000
D - Clipsham - Cottesmore	£ 2,771,975	£ 2,496,975	£ 275,000
E - Oakham - Hambleton	£ 1,178,146	£ 898,146	£ 280,000
F - Oakham - Stamford via A606	£ 5,250,010	£ 4,860,010	£ 390,000
G - Cold Overton - Oakham	£ 146,574	£ 146,574	£ -
H - Oakham - Uppingham	£ 4,994,571	£ 4,269,571	£ 725,000
I - Uppingham - Corby via Lyddington	£ 691,158	£ 641,158	£ 50,000
J - Uppingham - Normanton	£ 2,019,308	£ 1,644,308	£ 375,000
K - Manton - Wing	£ 246,731	£ 246,731	£ -
L - Normanton - Stamford	£ 1,956,484	£ 1,661,484	£ 295,000
M - Ryhall - Stamford	£ 483,230	£ 413,230	£ 70,000
N - Woolfox - Stamford	£ 1,591,657	£ 1,561,657	£ 30,000
S - Stamford - Great Casterton	£ 1,051,346	£ 501,346	£ 550,000
Inter-town total	£ 26,031,404	£ 22,566,404	£ 3,465,000
Town centre + Inter-town total	£ 35,582,560	£ 30,641,685	£ 4,940,875

Note: All design interventions and therefore costs are provided at a very high level. Works have not been done to identify delivery issues such as the movement of utilities, etc. These therefore do not form part of the costing estimates. Overheads such as preliminaries, contract, contingency, optimism, design and project management are also not included. Costs are itemised at a high level as per the LCWIP guidance and previous PJA project experiences.

Table 4-1: Costing Summary

5 LCWIP Stage 5 - Prioritisation

Stage 5 of the LCWIP process aims to prioritise the improvements to the network, identifying the schemes with higher priority, and those which may be longer term ambitions.

The prioritisation exercise draws out which schemes may be deliverable in the shorter term, and which may yield greater benefits. The prioritised list may be used as the basis for reviewing funding applications or developer contributions.



5.1 Prioritisation approaches

The LCWIP Guidance outlines a suggested approach to prioritisation, but notes that this approach should be tailored to suit the local context.

Three main factors are typically considered in prioritisation;

Effectiveness – how much the improvements might contribute to active travel trips, considering current conditions, and the potential for new trips.

Policy – Alignment with policies, including around planning, health, and other schemes.

Deliverability – the feasibility of introducing the scheme, including the complexity of the proposed infrastructure, land and environmental constraints.

In addition, the cost of the interventions is a key consideration. This is considered as a separate item as funding may be drawn from different sources with various requirements.

5.2 Rutland Prioritisation Approach

For the Rutland network, the LCWIP routes have been prioritised on these criteria, but with local considerations. The factors affecting the criteria are outlined below;

Effectiveness

- Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis
- Connectivity with other LCWIP routes
- Connectivity to areas of population and employment
- Connectivity with Rutland Water loop and leisure destinations (for inter-town routes only)

Policy Alignment and connectivity

- How well the route aligns to future development and other policies
- Alignment to issues or priorities raised by stakeholders

Deliverability

- Space available for the proposed improvements
- Complexity of planning and constructing the proposed improvements, including local consultation.



A simple 1-3 scale has been used for each of the criteria, with higher scores indicating a higher level of priority, and the routes ranked according to the total. Separate rankings have been undertaken for the Town Centre, and the Inter-Town routes. The prioritisation calculations are shown in Appendix D and summarised in Table 5-1 and Table 5-2. **Table 5-1: Town Centre Route Ranking**

	Route	Town	Rank
Town Centre Routes	Uppingham Rd	Oakham	1
	Leicester Rd	Uppingham	2
	High St	Uppingham	2
	North St	Uppingham	2
	Town Centre Streets	Oakham	2
	Burley Rd - Market Place	Oakham	2
	Stamford Rd	Oakham	2
	Stockerston Rd	Uppingham	8
	Langham - Oakham	Oakham	8
	Ayston Rd	Uppingham	10
	Uppingham - Lyddington	Uppingham	10
	Uppingham - Bisbrooke	Uppingham	12
	Cold Overton Rd	Oakham	12
	Brook Rd	Oakham	12
	Braunston Rd	Oakham	12
Showground - Barleythorpe Rd	Oakham	16	

Table 5-2: Inter-Town Route Prioritisation Ranking

	Route	Rank
Inter-Town Routes	E - Oakham - Hambleton	1
	H - Oakham - Uppingham	1
	F - Oakham - Stamford via A606	3
	C - Cottesmore - Oakham (Burley Rd)	4
	J - Uppingham - Normanton	4
	S - Stamford - Great Casterton	4
	L - Normanton - Stamford	7
	M - Ryhall - Stamford	7
	A - Whissendine - Oakham Station	9
	D - Clipsham - Cottesmore	10



	Route	Rank
	G - Cold Overton - Oakham	10
	K - Manton - Wing	10
	B - Ashwell - Oakham (Ashwell Rd)	13
	N - Woolfox - Stamford	13
	I - Uppingham - Corby via Lyddington	15



6 LCWIP Stage 6 – Integration and Recommendations

This LCWIP has identified through analysis and stakeholder engagement the routes and interventions that are most able to improve the walking and cycling network in Rutland, with the improvements prioritised to aid delivery of the schemes. The approval and adoption of the LCWIP as a policy document will help prioritise delivery of the network through funding opportunities and developer contributions.

The Design Recommendations appended to this report show a high-level set of measures that can be introduced in order to deliver the step change in the active travel network that will provide the basis for significant mode shift and help deliver the ambitions of the Moving Rutland Forward strategy – making walking and cycling the norm for short trips and improving access to employment and facilities.

The prioritisation outlined in Section 5 of this report indicates a potential programme for improvements to be delivered, but as a ‘live’ document, the priorities may change in response to local needs, in particular the development of a new Local Plan which may reconfigure the spatial plan for development in the area. The prioritised list, and the design recommendations though, provide a clear direction of travel for transformation of the walking and cycling networks in Rutland.



		Effectiveness				Policy Alignment and connectivity			Deliverability		Total	Rank
		Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis	Connectivity with other LCWIP routes	Connectivity to areas of population and employment	Connectivity with Rutland Water loop and leisure destinations (for inter-town routes only)	How well the route aligns to future development and other policies	Alignment to issues or priorities raised by stakeholders	Space available for the proposed improvements	Complexity of planning and constructing the proposed improvements, including local consultation.			
Inter-Town Routes	A - Whissendine - Oakham Station	3	2	3	1	1	2	3	2	17	9	
	B - Ashwell - Oakham (Ashwell Rd)	1	2	2	1	2	2	2	2	14	13	
	C - Cottesmore - Oakham (Burley Rd)	3	3	3	2	2	2	2	2	19	4	
	D - Clipsham - Cottesmore	2	2	2	2	2	3	2	1	16	10	
	E - Oakham - Hambleton	3	3	3	3	2	2	3	2	21	1	
	F - Oakham - Stamford via A606	3	2	3	3	2	3	2	2	20	3	
	G - Cold Overton - Oakham	2	2	2	2	1	3	2	2	16	10	
	H - Oakham - Uppingham	3	3	3	2	3	3	2	2	21	1	
	I - Uppingham - Corby via Lyddington	2	2	2	1	1	2	2	1	13	15	
	J - Uppingham - Normanton	2	3	2	3	3	2	2	2	19	4	
	K - Manton - Wing	2	2	2	3	2	2	2	1	16	10	
	L - Normanton - Stamford	2	2	3	3	2	3	2	1	18	7	
	M - Ryhall - Stamford	3	1	3	1	2	2	3	3	18	7	
	N - Woolfox - Stamford	1	2	2	1	3	2	2	1	14	13	
S - Stamford - Great Casterton	3	2	3	1	3	3	2	2	19	4		
Uppingham	Leicester Rd	3	2	3		3	2	3	2	18	2	
	Ayston Rd	2	3	2		2	2	3	2	16	10	
	Stockerston Rd	2	3	3		2	2	3	2	17	8	
	Uppingham - Lyddington	3	3	2		2	2	2	2	16	10	
	Uppingham - Bisbrooke	2	2	2		2	3	3	1	15	12	
	High St	3	3	3		3	2	2	2	18	2	
	North St	3	3	3		3	2	2	2	18	2	
	Town Centre Streets	3	3	3		3	3	2	1	18	2	
	Langham - Oakham	3	2	3		3	2	2	2	17	8	
	Cold Overton Rd	2	2	2		2	3	2	2	15	12	
	Showground - Barleythorpe Rd	2	2	3		3	2	1	1	14	16	
	Burley Rd - Market Place	2	3	3		2	2	3	3	18	2	
	Stamford Rd	2	3	3		3	2	3	2	18	2	
	Uppingham Rd	3	3	3		3	3	2	2	19	1	
Oakham	Brook Rd	2	3	2		2	2	2	2	15	12	
	Braunston Rd	2	3	2		2	2	2	2	15	12	







Rutland LCWIP

Design Recommendations Booklet

Contents

1. Introduction

2. Town Centre Routes

2.1 General Recommendations

2.2 Proposed Network and Design Interventions

Oakham North, Barleythorpe and Langham

Oakham West

Oakham East

Uppingham

2.3 High-level Costs

3. Inter-town Routes

3.1 General Recommendations

3.2 Proposed Network and Design Interventions

Route A - Whissendine - Oakham Station

Route B - Ashwell - Oakham (Ashwell Rd)

Route C - Cottesmore - Oakham (Burley Rd)

Route D - Clipsham - Cottesmore

Route E - Oakham - Hambleton

Route F - Oakham - Stamford via A606

Route G - Cold Overton - Oakham

Route H - Oakham - Uppingham

Route I - Uppingham - Corby via Lyddington

Route J - Uppingham - Normanton

Route K - Manton - Wing

Route L - Normanton - Stamford

Route M - Ryhall - Stamford

Route N - Woolfox - Stamford

Route S - Stamford - Great Casterton

3.3 High-level Costs

1. Introduction

This Design Recommendations booklet sets out the high-level proposals for the development of the walking and cycling networks in Rutland.

The recommendations in this booklet are in line with the guidance for walking and cycling set out in LTN 1/20 and other key guidance. As a strategic document, the LCWIP aims to provide an indicative active travel network, and guidance on infrastructure concepts, but is not a detailed feasibility study. Further study will be required to assess the appropriateness of the measures outlined here.

Document Structure

The booklet is divided into two sections:

- **Town centre routes** in the principal settlements, and
- **Inter-town routes** between these settlements and connecting smaller villages.

In each section the existing conditions are reviewed and recommendations provided for bringing the network up to an improved standard. Network plans and precedent images are used to illustrate the types of interventions that may be used. High level costings for the proposals are included in each section

2. Town Centre Routes

This section sets out recommendations for delivering the walking and cycling network in Oakham and Uppingham, the two main towns in Rutland.

Walking and cycling should be the primary modes that are prioritised in highway design within the built-up area. While necessary motor traffic must be able to access all areas, accommodating all traffic should not override the needs of walking and cycling. In many cases, simple changes to traffic circulation, and the geometry of links and junctions can help to reduce traffic speeds and improve road safety without the need for special infrastructure such as signal controlled crossings and cycle tracks.

A combined walking and cycling approach has been taken to for developing routes within Oakham and Uppingham – the small scale of the towns means that journey within the urban area may be undertaken on foot or by cycle, so in general, it is considered that the town centres routes to be both walking and cycling routes with a few exceptions – generally where cycling would not be feasible on some routes.

This section outlines recommendations on strategic interventions for enabling walking and cycling; then general recommendations on the core walking zone within the town centre, and place-specific design recommendations.

2.1 General Recommendations

Before outlining location-specific design recommendations, the context and constraints of the road network in the town centres mean that strategic, area-wide interventions would be necessary to enable the delivery of walking and cycling network in town centres of Oakham and Uppingham.

a. Strategic traffic management in Oakham

The road typology within the historic Oakham town centre is constrained. With the railway line severing Oakham, and only two road crossings, traffic is funnelled down a few busy routes, including the high street, which also provide the main walking and cycling thoroughfares. The constrained road space means that retrofitting these main roads with dedicated walking and cycling infrastructure is challenging, and the presence of heavy traffic – including HGVs – along these routes presents a major barrier to active travel use.

This causes severance and creates an environment that can be unpleasant and unsafe for both walking and cycling. Kerbside parking, and some pavement parking reduces the space available on street.

To enable more walking and cycling throughout town centre, strategic traffic management should be considered to bring down the general traffic level to create a more desirable walking and cycling environment.

The availability of a high-capacity alternative route for through traffic via Burley Park Way, means that there may be potential to lower general traffic volumes within town centre by limiting through traffic in the town centre.

The traffic measures should aim to:

- Reduce overall traffic level within town centres, especially around constrained sections and critical junctions, including across the level crossings;
- Reduce traffic cutting through the town centre as an alternative to Burley Park Way.

575

Measures should aim to reduce the general traffic level to below 2,500 vehicles per day, as stated in LTN 1/20, to allow for safe and comfortable cycling for most people on-carriageway. In places where alternative routes are not available, it may be difficult to do so, yet at flows of above 5000 vehicles per day very few people will be prepared to cycle on-street.

Reductions in traffic will also enable opportunities for placemaking and social space in key locations.

Below lists the indicative proposals for traffic measures in Oakham town centre:

- A timed bus gate along High Street between New Street and B668 Burley Road/ Mill Street, direction(s) to be determined;
- A point closure at B640/ Northgate/ Station Rd, alongside with public realm enhancements for access to the Oakham Railway Station.

A bus gate refers to a short section of road that is open to buses, taxis, and cycles only, while point closures are modal filters that limits the access of motor traffic passing through. Traffic management measures such as these would require further study to understand the impact on overall traffic circulation and any potential displacement, alongside other strategic interventions suggested hereafter.

Existing Conditions – Oakham Town Centre



The High Street between New Street and B668 Burley Road/ Mill Street experiences high traffic volumes in an area of high pedestrian footfall and cycle demand.

Very wide junctions such as B640/ Northgate/ Station Rd can encourage faster vehicle speeds and discourage pedestrian movement in the town centre.

Room for placemaking opportunities for links into, and the area around the station.

576

Precedent Images – Town centre traffic management

577



Bus Gates such as these examples in Sheffield and Hackney can restrict through traffic on key streets to provide more space and a lower traffic environment for pedestrians and cyclists. Exemptions and timings can be applied to provide access off peak, and at all times for some vehicles (e.g., buses, taxis, blue badge holders)

Modal filters/point closures can provide opportunities for placemaking and for people to spend time.

Reductions in town centre traffic can provide more space for public transport and placemaking while still retaining access for key vehicles

2.1 General Recommendations

b. Strategic traffic management in Uppingham

The A6003 through Uppingham town centre forms the major north-south route connecting Oakham to Corby. During the site visit, substantial HGV flows on this road through Uppingham were observed, despite the constrained road typology.

North of the town centre there is space to provide protected cycle tracks along A6003 Ayston Rd, but the critical junction it interfaces with at North St, and the A6003 Orange St section both remain constrained, and it will be difficult to provide dedicated cycling infrastructure. Further south, the A6003 London Rd and Red Hill section is extremely challenging in both highway and cycling terms, with maximum gradients as high as 11% over a short section, and a narrow and constrained carriageway.

To deliver the walking and cycling network through Uppingham, it will be necessary to mitigate the risks to pedestrians and cyclists from the by the volume and type of vehicle using the streets of the town centre.

Introducing weight restrictions along the A6003 section around Uppingham - prohibiting use of HGVs through town except for access would minimise the number of heavy vehicles using the narrow streets. The Access Only restriction would ensure that essential heavy vehicle access for local business will be maintained. A control of this type also helps protect the more rural character of Rutland towns, with less noise, vibration, damage to road surfaces but also less congestion.

Signposting of an alternative route for HGVs via the A47 – following the existing ‘avoiding steep hill’ signage – would provide an alternative route via more suitable roads for heavy vehicles.

Existing Conditions – Uppingham, A6003

579



The gradient on the A6003 London Rd/Red Hill south of Uppingham means that the route is not a viable cycle route and challenging for heavy vehicles.

The Critical junction at A6003 Ayston Rd, North St, and A6003 Orange St, Uppingham, where road space is constrained so a transition to on-carriageway cycling here is proposed. A weight restriction would make cycling on-carriageway and walking on the narrow footways more comfortable.



c. **General strategic recommendations across all town centres**

20mph zone

As an overall approach, it is recommended that speed limits are reduced to 20mph town-wide, or as a minimum throughout the Oakham and Uppingham Core Walking Zones where footfall is highest.

Currently most of the road network in Oakham and Uppingham town centre has a 30mph speed limit, with some sections of road near schools having a 20mph limit. Reducing the speed limit to 20mph offers potential collision reductions and can lead to improved perceptions of active travel so is considered crucial in higher footfall areas and residential roads to encourage walking and cycling. It also brings environmental benefits reducing noise pollution and promote cleaner air which furthers the tranquil character of Rutland towns.

Footway widths

Footway provision should be consistent with sufficient effective width. Effective width refers to the unobstructed width pedestrian can effectively use. Street furniture and vertical features like guard rail and parapets often reduced them. Ideally footways should be free from clutter or maintain an effective width that is sufficient for people with different needs, including people with reduced mobility, on a wheelchair or with prams, enabling their choice to walk or wheel for access within the town. Manual for Streets and Inclusive Mobility suggests a minimum footway width of 2m unobstructed, to allow for two wheelchair users to pass in relative comfort, but shorter sections of narrower footway may be unavoidable in constrained areas.

Dropped kerbs and tactile paving

Dropped kerbs and tactile paving are crucial for a coherent walking experience, as well as providing accessibility benefits for people with visual impairments. Several priority junctions around Rutland have missing or substandard provision of dropped kerb and/or tactile paving. This issue should be considered throughout the CWZ and town centre corridors alongside the junction treatment locations as many sites have both issues.

Parking review

Observations during the site visit were that the parking charges in off-street car parks were similar or often less favourable than the on-street parking spaces – with 1 hour free on-street parking in Oakham, versus just 30 minutes free in car parks.

While on-street provision is sometimes necessary, especially for disabled parking and loading, there may be scope to manage town centre parking more effectively in order to free up space at the kerbside for people on foot and cycles. A review of parking requirements in the town centres should be considered.

Critical Junctions in town

As main roads intersect within town centre, they form critical junctions which create severance for walking and cycling in town centre. These junctions often have heavy traffic flow, constrained spaces limiting space reallocation and/ or have complicated junction and crossing arrangements all make it difficult for pedestrians and cyclists to navigate or cross. A number of critical town centre junctions have been identified that would need to be reviewed:

Oakham

- Oakham Station level crossing/ Cold Overton Rd/ B640 Barleythorpe Rd/ Melton Rd
- B668 Burley Rd/ Ashwell Rd

Uppingham

- A6003 Ayston Rd/ A6003 Orange St/ B664 North St W/ North St E

Existing Conditions – Critical Junctions in Oakham an Uppingham

583



The Oakham Station level crossing/ Cold Overton Rd/ B640 Barleythorpe Rd/ Melton Rd accommodates complex traffic movements and is difficult to navigate on foot – especially for people needing step-free access.



Wide junction corner radii and cluttered junction crossing arrangements at B668 Burley Rd/ Ashwell Rd – this critical junction is a key link between Oakham School sites.



Constrained road space with high traffic volumes forms a critical junction at A6003 Ayston Rd, North St, and A6003 Orange St at a key pedestrian and cycle gateway to Uppingham town centre.

2.1 General Recommendations

Lighting, maintenance, placemaking and artworks

The perceived safety of a walking or cycle route has a substantial impact on its use. The perception of safety can be substantially influenced by the natural surveillance of a route – whether the route is well-used, overlooked and lit. In general, paths should be visible from the roadside, or other active frontage to maximise natural surveillance. The need for lighting should never be disregarded to enable year-round utility cycling, especially in winter when many morning and evening commutes will take place in the dark. In town and built-up areas, lighting should always be provided as a matter of course. Well-used off-carriageway routes can be fitted with motion-detection sensors to mitigate overspilling of lights to nearby area. Low-level lightings on bollards and solar LED studs can also be considered and will offer some improvement in social safety in areas where traditional street lighting is not appropriate.

Maintenance, including cutting back vegetation is also important to enhance perceived safety as it can maintain sightlines along the route, and avoid secluded sections of path, and maintaining effective width for the use of the link itself. Placemaking elements enhance the place function of the area, creating sense of place and enabling social interactions. These can include specific designs, provision of infrastructure like street furniture, or environment improvements like artwork enabling better social functioning of the place. For instance, artwork at well-used link can provide sense of place and reduce prevalent of anti-social behaviour.

Precedent Images – Placemaking/Lighting



585 Low level lighting can be used in areas where traditional street lights are not suitable.



Blind corners and graffiti can reduce the sense of personal safety in some areas.



Local heritage can be recognised through public artwork.



Artwork and lighting can help make off-carriageway spaces more appealing.



Artwork can add to an area's sense of identity.



Simple changes to a street environment, like informal play space, can help change the character of ordinary streets.

Cycle Parking

The availability of good, well-located cycle parking facilities at either end of a trip will heavily influence the decision to travel by cycle. The absence of secure parking will deter some people entirely, or make cycling impossible for some journeys, and inconveniently located parking can reduce the convenience benefit of making a journey by cycle. If parking is located in a poorly overlooked area, this can lead to higher levels of theft - cyclists that experience repeated cycle theft will sometimes stop cycling altogether.

Cycle parking is integral to the cycle network and can be introduced relatively quickly. The provision of appropriate cycle parking is important for integration with public transport for enabling multi-modal journeys as well as at the ultimate destination. Longer-stay cycle parking, such as secure hubs or lockers, can provide good facilities at transport hubs and rail stations.

As with other cycle infrastructure, cycle parking and access to it should be safe, direct, comfortable, coherent, and attractive. A proportion of cycle parking should be accessible to all with some provision for larger cycles (such as trikes, cargo cycles and hand-cycles) as well as traditional bicycles. Design of cycle stands should take into account at what height different types of bikes need to be secured.

Precedent Images – Cycle Parking

587



Town centre cycle parking can also provide a placemaking feature.

Cycle Parking in longer-stay destinations such as near the station should be sheltered and in a prominent location.

Cycle parking should be designed to accommodate non-standard cycles such as trikes and cargo cycles.

Signage and wayfinding

Legible and coherent design can help minimise the need for signs. However, some signs are required to help enforce traffic laws, and direction signs are needed to ensure people can understand and follow the route. Signs must be designed and positioned carefully to ensure the signs themselves do not create confusion or undue street clutter. An effective wayfinding strategy will result in users feeling like they are being guided along a route and removes the need for pedestrians and cyclists to stop to consult maps or phones. Direction signage should be provided at every decision point and sometimes in between for reassurance. Arrow markings on the carriageway can also assist with wayfinding at transition points for cyclists, and simple waymarks can provide reassurance that users are on their intended route.

Precedent Images - Wayfinding



Signage in Aylesbury showing route branding and local destination off the main route & Thermoplastic marking used only off-highway



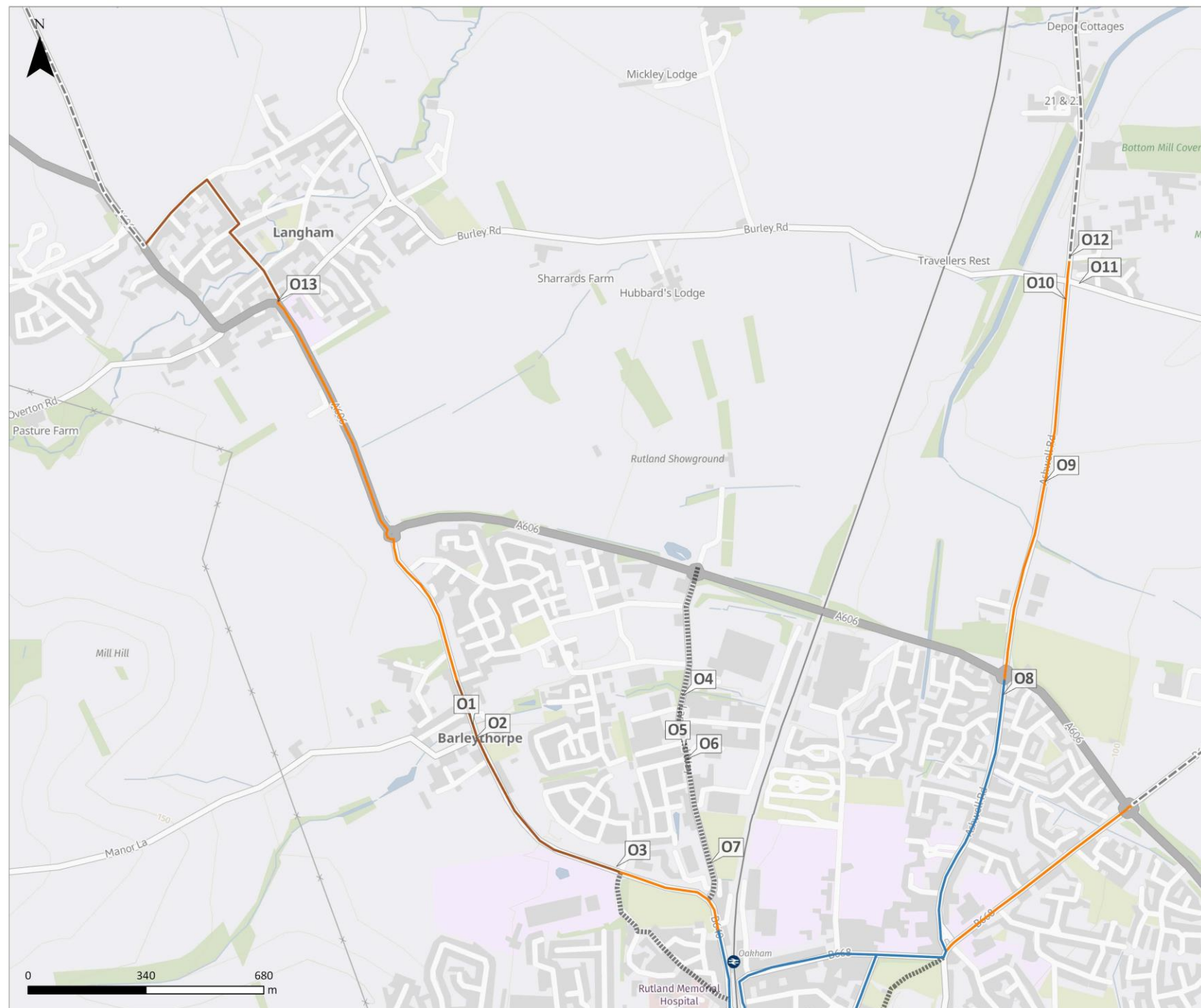
Roadside mapping and signing, NCN routes 68 and 2

2.2 Proposed Network and Design Interventions

Design recommendations for town centre walking and cycling routes have been developed for the following areas, splitting the Oakham recommendations across three areas for clarity of presentation:

- Oakham North, Barleythorpe and Langham
- Oakham West
- Oakham East
- Uppingham

For each area the link and point recommendations are outlines, showing the link interventions on a plan, with a description of the point improvements in a table.



Combined walking & cycling Routes within town centre
Oakham North, Barleythorpe and Langham

Point interventions proposed (ID refer to design recommendation booklet)

- Level of cycling provision
- Shared use footway/ cycleway
 - Cycling in carriageway - within Town
 - Cycling in carriageway - "traffic in village" approach

- Cycle-only routes
- Cycling in carriageway - within Town
 - Cycling in carriageway - Rural quiet lane
 - (Walking-only routes)
 - (Inter-town routes)

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

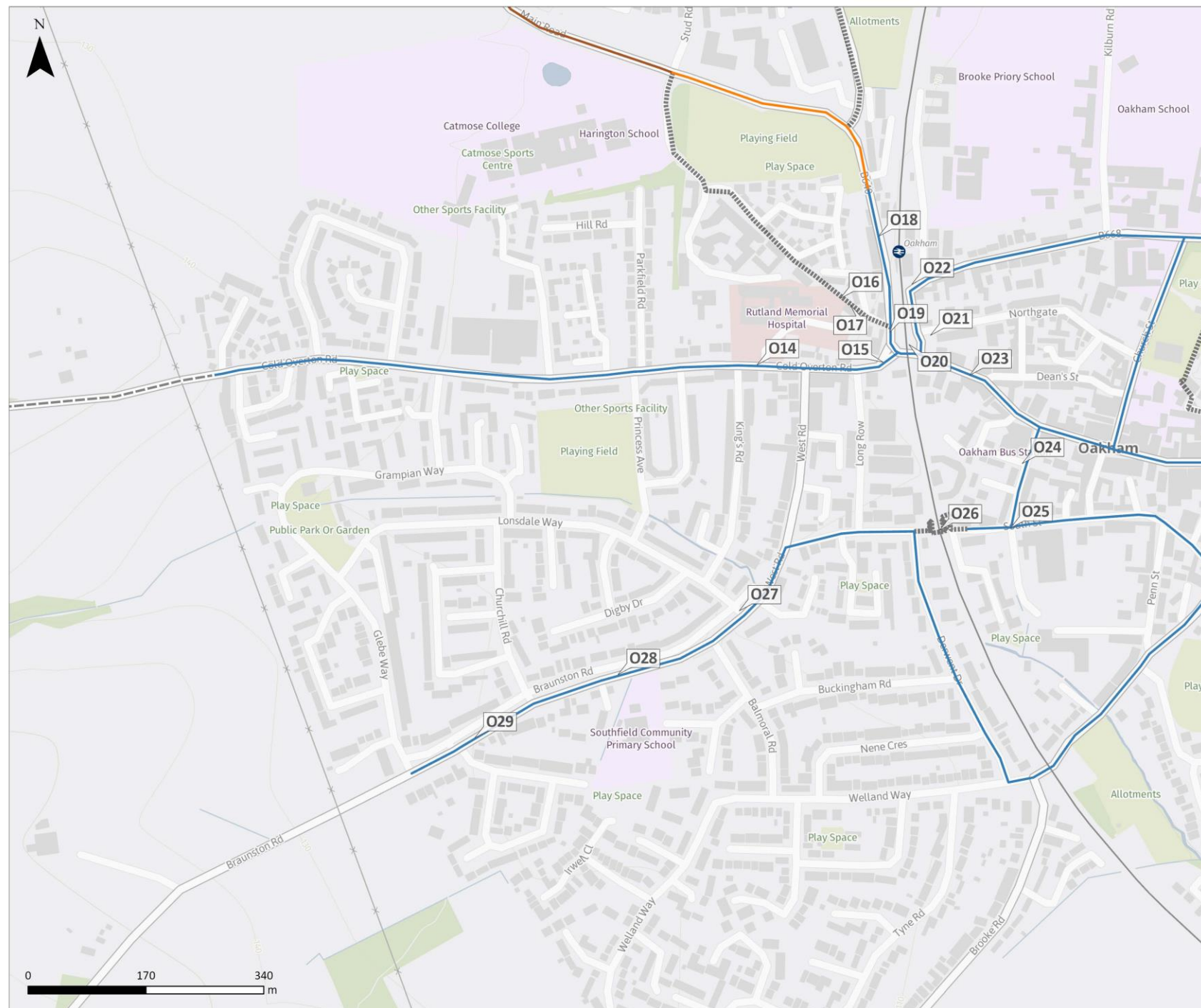
TITLE
Int - Town Centre routes and interventions

FIGURE NUMBER	REVISION		
01	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:10,000	ML	EJ	31/07/2023

Oakham North, Barleythorpe and Langham - Point interventions & costings

591

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
O1	a	Traffic in village approach including 20mph zone							(Covered by link costings)
O1	b	gateway features on approach, visual narrowing to discourage high vehicle speeds.	OTHER MEASURES	Gateway feature	nr	£ 10,000	1	£ 10,000	
O2		Drainage improvements at entrance of Manor Lane where it is prone to flooding making it inaccessible to cross.	JUNCTIONS	Raised table/Block Paving/Drainage	1	£ 50,000	1	£ 50,000	
O3		Decluttering around the western arm controlled crossings to make the use of it more intuitive and follow the desire line into the college. The roundabout could be tightened.	JUNCTIONS	Signalised Junction Improvements	1	£ 250,000	1	£ 250,000	Assume simple improvements/ footway widening/ decluttering/ cutting back verges
O4		Consider sideroad treatment for industrial ingresses/ egresses.	LINKS	Side street treatment small	nr	£ 20,000	7	£ 140,000	
O5		Continuous footway on all residential accesses.	LINKS	Side street treatment small	nr	£ 20,000	2	£ 40,000	
O6		Indicative location for crossing provision across Lands End Way.	CROSSINGS	Uncontrolled crossing (refuge)	nr	£ 15,000	1	£ 15,000	
O7		Sightline issue for existing crossing. Cut back trees for junction inter-visibility, and advance signage for zebra crossing. Raise the zebra crossing with coloured surfacing.	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	1	£ 40,000	Provide Zebra only, but assume associated works would have a similar cost as parallel zebra
O8		Crossing improvements to transition cycling on carriageway to Shared use for crossing Burley Park Way	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
O9		Widen existing shared use up to standard.							(Covered by link costings)
O10		Upgrade existing uncontrolled crossing to parallel crossing where shared use provision switches side.	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	1	£ 40,000	
O11		Upgrade existing uncontrolled crossing to parallel crossing across Langham Ln.	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	Assume simple improvements to roundabout (tightening), with new parallel crossing across Langham Ln eastern arm
O12		Upgrade shared use section up to standard							(Covered by link costings)
O13		Tighten and declutter junction at A606 & Bridge St, reclaim space for footway. Upgrade crossing of A606.	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	



Combined walking & cycling Routes within town centre **Oakham West**

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - "traffic in village" approach

Cycle-only routes

- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- (Inter-town routes)

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

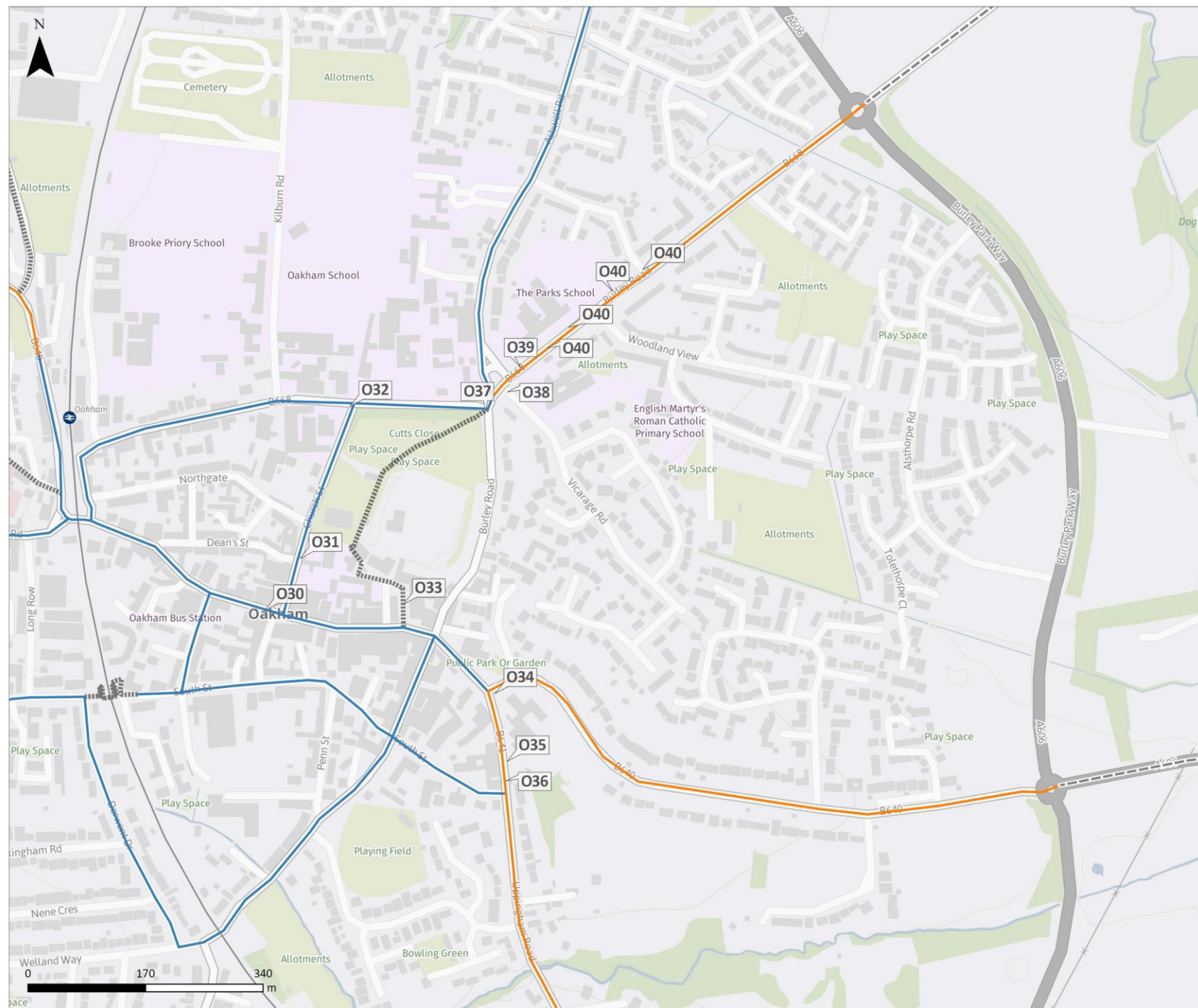
TITLE
Int - Town Centre routes and interventions

FIGURE NUMBER	REVISION		
01	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:5,000	ML	EJ	31/07/2023

Oakham West – Point interventions and costings

593

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
O14		Improve accessibility around hospitals, including additional crossing points with dropped kerbs and tactiles. Widening footway through parking removal at pinch points outside nursery.	JUNCTIONS	Raised table/Block Paving/Drainage	1	£ 50,000	1	£ 50,000	
O15		Provide additional controlled crossings to fulfil the desire line crossing Cold Overton Rd.	CROSSINGS	Toucan crossing standard	nr	£ 70,000	1	£ 70,000	
O16		Explore additional pedestrian access to hospital via existing footpath	OTHER MEASURES	Ramp access for path (earth)	nr	£ 25,000	1	£ 25,000	
O17		Barrier removal for access by prams/ wheeling.	OTHER MEASURES	Barrier removal	nr	£ 2,000	1	£ 2,000	
O18		Scope for decluttering around station area. Reclaim footway space by reducing vehicle lane width to absolute minimum and reinstate spaces from National Rail car park where possible. Improve western gateway to the station and access over the railway to discourage peds on the Level crossing							(Not costed as it involve third party land reinstatement. Cost for road space reallocation included in costing for links)
O19		Provide additional toucan crossing across B640 for connection between Park Lane and the station.	CROSSINGS	Toucan crossing standard	nr	£ 70,000	1	£ 70,000	
O20		Junction/level crossing redesign to improve access to station and across the road and enhance the public realm.	JUNCTIONS	Major junction upgrade inc. full signal upgrades + geometry redesign	1	£ 1,000,000	1	£ 1,000,000	Costed as major junction due to complexity involving level crossing
O21		Tighten the junction at Northgate/ Station Rd with continuous footway as side road entry treatment.	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
O22		Narrowing of wide carriageway for placemaking & public realm improvements, including provision of crossing across Station Rd.	AREA BASED MEASURES	Town centre traffic restriction zone small	nr	£ 250,000	1	£ 250,000	Including strategic traffic management cost for modal filtering, placemaking improvements
O23		Footway build out and priority give way arrangement to provide more space for pedestrians at constrained section.							(Covered by link costings)
O24		Tighten junction and widen footway. Consider one-lane exit instead of the existing two, retaining the existing taper for bus.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
O25		Consider tightening junction or creating refuge for crossing and slow traffic.	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	
O26		Improvements at railway footbridge for natural surveillance and sense of safety, including CCTV, lighting, sightline by use of see-through materials where possible.							(Not costed)
O27		Tighten the junction at Lonsdale way & Braunston Rd for walking access to and from Co-op and town centre.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
O28		Formalise crossing, or redesign priority give way to incorporate crossing across Braunston Road.	CROSSINGS	Raised table junction (asphalt) - priority give-way	nr	£ 25,000	1	£ 25,000	
O29		Provide refuge at existing crossing point to improve safety upon the existing wide road geometry yielding higher traffic speed.	CROSSINGS	Uncontrolled crossing (refuge)	nr	£ 15,000	1	£ 15,000	



Combined walking & cycling
Routes within town & centre
Oakham East

Point interventions proposed
(ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town

Cycle-only routes

- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- (Inter-town routes)

Contains public sector information licensed under the Open Government Licence v3.0.
Contains OS data © Crown Copyright and database right 2023
Contains data from OS Zoomstack

PJA 8 Brewer Street
Hilton Square
Manchester
M1 2EU
T: 0161 242 1162

CLIENT

RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Town Centre routes and interventions

FIGURE NUMBER	REVISION		
01	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:5,000	ML	EJ	31/07/2023

Oakham East – Point interventions and costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
O30		Informal crossing as an addition to formal crossing to the east, by rationalising parking.	CROSSINGS	Uncontrolled crossing (refuge)	nr	£ 15,000	1	£ 15,000	
O31		Relocate parking and widen footway into carriageway to mitigate pinched section south of church area.							(Covered by link costings)
O32	a	Raise and tighten the junction.	JUNCTIONS	Raised table/Block Paving/Drainage	1	£ 50,000	1	£ 50,000	
O32	b	Remove guardrail.	OTHER MEASURES	Barrier removal	nr	£ 2,000	1	£ 2,000	
O32	c	Additional zebra on eastern side.	CROSSINGS	Parallel crossing	nr	£ 30,000	1	£ 30,000	Assume zebra to have similar cost as parallel costing
O33		Placemaking opportunities including footway widening and parking rationalisation to reduce parking dominance and public realm improvement strengthening links to market and castle grounds.							(Not costed - cost subject to further design)
O34		Resurface footway to retain footway effective width	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
O35		Shared use priority across car park ingress/egress.	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
O36		Tighten junction arms to reinforce existing signalised shuttle-working arrangement, this helps slow traffic and reclaim space for widening existing shared footway/cycleway up to standard.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
O37	a	Consider junction tightening to create space for crossing and access to the park. Side road entry treatment with informal raised crossing on Station Rd	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	
O37	b	Toucan crossing across Burley Rd.	CROSSINGS	Toucan crossing standard	nr	£ 70,000	1	£ 70,000	
O38		Widen existing shared use on one side, with cycle priority along side roads.	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
O39		Upgrade crossing to Toucan.	CROSSINGS	Toucan crossing standard	nr	£ 70,000	1	£ 70,000	
O40		Shared use priority across side roads along Burley Rd.	LINKS	Side street treatment small	nr	£ 20,000	2	£ 40,000	
O41		Bus gate along B640 High St	AREA BASED MEASURES	Bus gate	nr	£ 50,000	2	£ 100,000	Assume bus gates in both directions for costing, actual arrangement subject to further study.

595



Combined walking & cycling Routes within town centre Uppingham

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Protected cycle track
- Shared use footway/ cycleway
- Shared use traffic-free routes
- Cycling in carriageway - allow for contraflow cycling
- Cycling in carriageway - within Town

Cycle-only routes

- - - Cycling in carriageway - within Town
- - - Cycling in carriageway - Rural quiet lane
- (Walking-only routes)
- - - (Inter-town routes)

Contains public sector information licensed under the Open Government Licence v3.0.
Contains OS data © Crown Copyright and database right 2023
Contains data from OS Zoomstack

PJA 8 Brewer Street
Hilton Square
Manchester
M1 2EU
T: 0161 242 1162

CLIENT

RUTLAND COUNTY COUNCIL

PROJECT

06869 Rutland LCWIP

TITLE

Int - Town Centre routes and interventions

FIGURE NUMBER	REVISION		
01	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:12,500	ML	EJ	31/07/2023

Uppingham – Point interventions and costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
U1		Extend footway provision towards the cricket club							(Covered by link costings)
U2		Crossing needed for the existing end of footway, informal crossing point would be sufficient given the low traffic flow and speed currently observed, but to futureproof for future developments a parallel zebra would be more appropriate. Could also consider extending footway on the western side to the Cricket club, subject to land ownership issue.	CROSSINGS	Parallel crossing	nr	£ 30,000	1	£ 30,000	(Footway extension not costed)
U3		Tighten junction, dropped kerb and tactile paving	JUNCTIONS	Minor Junction improvements - tightening	1	£ 10,000	1	£ 10,000	
U4		Tightening junctions between North St W and Leicester Rd (both northbound and southbound slip road) to reclaiming more space for pedestrians shortening the crossing distance.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	2	£ 50,000	
597 U5		Section of B664 along Shield Yard and SB slip road onto Stockerston Rd are constrained. Consider widen footway up to standard for at least the northern side, centreline removal to reclaim more footway space around pinch points.	LINKS	Centreline removal	1km	£ 3,500	0.25	£ 875	
U6		Suggest shuttle working with footway build out to support the well-used footpath.	AREA BASED MEASURES	Bus gate	nr	£ 50,000	1	£ 50,000	Cost and respective infrastructure requirement is similar to a bus gate.
U7		Junction improvements for wider footway & crossing points at all arms. Provide early release and/ or advance stop line for cyclist to allow safe transition between cycle track and cycling on carriageway.	JUNCTIONS	Signalised Junction Improvements	1	£ 250,000	1	£ 250,000	
U8		Provide zebra crossings at mid link along North St E, between A6003 and Gainsborough Rd. Presumably scope for rationalising bus stops for crossings and widening footway around.	CROSSINGS	Parallel crossing	nr	£ 30,000	1	£ 30,000	Assume zebra to have similar cost as parallel costing
U9		Open up access to park next to the existing zebra crossing.	OTHER MEASURES	Access/livestock controls	nr	£ 5,000	1	£ 5,000	Assume associated barrier removal/ minor relocation work included.
U10		Tighten junction at High St E interfacing North St E to mitigate footway pinch points.	JUNCTIONS	Minor Junction improvements - tightening	1	£ 10,000	1	£ 10,000	

Uppingham – Point interventions and costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
U11		Subject to flows, provide crossing points at all arms including dropped kerbs and tactile paving.	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	
U12		Provide shared use path on southern side of the road for the greenway connection to Bisbrooke							(Covered by link costings)
U13		Side road entry treatment.	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
U14		Rationalise parking and allow for contraflow cycling.	LINKS	Cycle contra-flow	nr	£ 10,000	1	£ 10,000	Road marking only, marking removal included
U15		Junction improvement including dedicated cycle phase for contraflow cycle traffic across A6003, banning right turn from A6003 southbound, tighten side roads of High St on both side with entry treatment including continuous footway.	JUNCTIONS	Signalised Junction Improvements	1	£ 250,000	1	£ 250,000	Assume dedicated cycle phase, junction tightening and side road entry treatment included.
U16		Create a timed closure to create a pedestrian and cycle only section between car park and Queen St.	AREA BASED MEASURES	Town centre traffic restriction zone small	nr	£ 250,000	1	£ 250,000	
U17		Reverse existing one-way southbound to northbound.					1		Assume TRO & minor signage works.
U18		Better maintain the existing raised crossing, with additional markings and visual traffic calming.	LINKS	Traffic Calming	nr	£ 5,000	1	£ 5,000	Raised table excluded
U19		Footway widening outside school to single lane and priority give way to discourage drop-offs.							(Covered by link costings)
U20		Junction treatment - signage and coloured surfacing	JUNCTIONS	Raised table/Block Paving/Drainage	1	£ 50,000		£ -	
U21		Uncontrolled crossing at junction to transition to shared use	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
U22		Additional signages to sign steep sections along A6003 London Rd & Red Hill.							Additional signage only - no lighting

598

Town centre routes - Link typologies and costings

	km	Price per km	Total cost	Assumption/ inclusion
Oakham				
Cycling in carriageway - "Traffic in villages" approach	1.492	£ 150,000	£ 223,828	Costed for gateway features, centre line removal, psychological traffic calming, speed limit changes, greening.
Cycling in carriageway - high street within Town	1.748	£ 1,000,000	£ 1,747,657	Sections along B640 & B668 in city centre are costed as higher to reflect the necessary level of work to change the road character to enable cycling in carriageway.
Cycling in carriageway - local streets	7.043	£ 50,000	£ 352,143	Minor local street with already suitable motor vehicle flows and speeds for cycling on the carriageway.
Shared use footway/ cycleway (Widen existing)	4.374	£ 305,000	£ 1,334,011	Assume widening from existing footway up to standard of 3m, including kerb and footway resurfacing.
Shared use footway/ cycleway (Existing)	0.688	£ -	£ -	Nil improvement needed along existing shared use section on Burley Rd
Shared use traffic-free routes (Existing)	0.107	£ -	£ -	Convert existing Pedestrian zone along Gaol St into Pedestrian and Cycling Zone - assume no capital cost
Oakham Total	15.452		£ 3,657,639	
Uppingham				
Contraflow cycle track	0.687	£ -	£ -	One-off cost covered as a point intervention.
Protected cycle track along carriageway	2.366	£ 1,115,000	£ 2,638,523	Along A6003 north of North St, and Leicester Rd.
Cycling in carriageway - Rural quiet lane	1.278	£ 50,000	£ 63,911	For the alternative cycle route towards Uppingham Community College along Main St.
Cycling in carriageway - high street within Town	0.512	£ 1,000,000	£ 512,300	Section along North St E and A6003 Orange St are costed as higher to reflect the necessary level of work to change the road character to enable cycling in carriageway.
Cycling in carriageway - local streets	2.031	£ 50,000	£ 101,538	Minor local street with already suitable motor vehicle flows and speeds for cycling on the carriageway.
Shared use footway/ cycleway (Widen existing)	2.304	£ 305,000	£ 702,657	Assume widening of existing footway into shared use footway/ cycleway along Stockerston Rd and link from Community College into Lyddington
Shared use footway/ cycleway (New)	0.177	£ 405,000	£ 71,842	New link for connection along PRoW into Bisbrooke
Shared use traffic-free routes (New)	1.282	£ 255,000	£ 326,872	New link for connection along PRoW into Bisbrooke
Uppingham total	10.638		£ 4,417,642	
Town centre total	26.090		£ 8,075,281	

2.3 High-level Costs

Although a strategic network planning document, high level costs for the recommended interventions are a consideration for the LCWIP, in order to aid planning for the delivery of the network. Although indicative costings for some interventions are provided as part of the 2017 LCWIP guidance, this is a limited list, and the costs are now quite dated. Costs for Rutland's LCWIP have therefore been generated from the PJA costings tool – with link and point intervention costs outlined below.

£000

Link Typology	Price per km
Cycling in carriageway - "Traffic in villages" approach	£ 150,000
Cycling in carriageway - high street within Town	£ 1,000,000
Cycling in carriageway - local streets	£ 50,000
Cycling in carriageway - Rural quiet lane	£ 50,000
Protected cycle track along carriageway	£ 1,115,000
Shared use footway/ cycleway (New)	£ 405,000
Shared use footway/ cycleway (Widen existing)	£ 305,000
Shared use traffic-free routes (New)	£ 255,000

Point Intervention	Rate
Access/livestock controls	£5,000
Barrier removal	£2,000
Bus gate	£50,000
Centreline removal	£3,500
Cycle contra-flow	£10,000
Gateway feature	£10,000
Junction Tightening + Basic Footway Improvements	£25,000
Junction upgrade inc. higher quality materials	£500,000
Major junction upgrade inc. full signal upgrades + geometry redesign	£1,000,000
Minor Junction improvements - tightening	£10,000
Parallel crossing	£30,000
Parallel crossing with raised table + footway works	£40,000
Priority Junction/ Side Street Treatments/+ new crossing	£100,000
Raised table junction (asphalt) - priority give-way	£25,000
Raised table/Block Paving/Drainage	£50,000
Ramp access for path (earth)	£25,000
Side street treatment large	£30,000
Side street treatment small	£20,000
Signalised Junction Improvements	£250,000
Toucan crossing large	£120,000
Toucan crossing standard	£70,000
Town centre traffic restriction zone small	£250,000
Traffic Calming	£5,000
Transition treatment between on and off road sections	£10,000
Uncontrolled crossing (refuge)	£15,000

The rates, which exclude costs outside the Rutland boundary, are applied to each of the routes/town centre packages, to provide a robust, but still indicative cost for each route/scheme package. Due to the strategic nature of the LCWIP, the indicative costs exclude additional costs such as programme management, design and consultation, preliminaries, traffic management and contingency. Further work will be necessary to establish these costs.

	Total	Link costs	Point costs
Oakham	£ 4,052,639	£ 3,657,639	£ 395,000
Uppingham	£ 5,498,517	£ 4,417,642	£ 1,080,875
Town Centre Total	£ 9,551,156	£ 8,075,281	£ 1,475,875

3. Inter-town Routes

A regional cycle network is crucial in actualising the active travel potential and help achieve modal shift within Rutland, as well as provide safe links between settlements for employment, education and everyday needs. The data analysis and stakeholder engagement in the network planning stage of the LCWIP has informed the network for providing active travel connections between settlements in Rutland. For the purposes of this study, these routes have been described as 'inter-town routes'.

This section provides general context and specifications for certain common link typologies, junction and crossing interventions recommended for Rutland's Inter-town routes, then outlines other general recommendations and specific design recommendations for each of the individual routes, forming the regional cycling network throughout Rutland.

3.1.1 General recommendations – route typologies

Cycle tracks alongside major roads

Many major roads outside town centres in Rutland already have shared use paths alongside the carriageway, and improving these shared paths can be an effective way of delivering the active travel network where space is limited, and foot and cycle traffic is likely to be low.

It is recommended that in most cases these facilities should be considered as, and designed to be, bi-directional cycle tracks that can be used by pedestrians rather than as footways that cyclists are allowed to use.

Therefore, improvements should include:

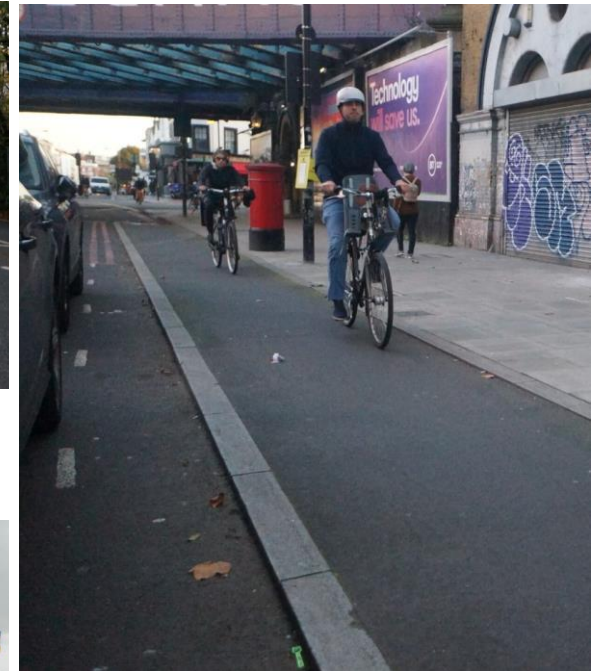
- Providing priority for cyclists at priority junctions
- Providing suitable crossings (e.g., signalised/ grade separated) at major junctions
- Widening the routes in line with the guidance within LTN1/20 on bi-directional cycle tracks
- Resurfacing/ addressing defects where necessary
- Providing centre lines to encourage cyclists and pedestrians to keep to the left to minimise conflict



Wide shared use paths can be suitable where footfall is low alongside main roads.



Bi-directional cycle track which pedestrian and horse rider can use



Protected cycle tracks can be 'stepped' or run behind parking to improve space efficiency.

Traffic in Villages

‘Traffic in Villages’ was prepared as a toolkit to help rural councils in England and local groups understand the core principles for reducing speed, improving safety, and retaining local distinctiveness. It has particular focus using psychological traffic calming measures within the public realm to reduce the impact of vehicle traffic and promote local distinctiveness in the design of villages. The use of gateway features, reductions in road markings and improvements to emphasise the sense of place in a village centre can lower speeds in village centres where space for other measures may be limited.

<https://www.dorsetaonb.org.uk/wp-content/uploads/2020/08/Traffic-in-villages.pdf>

Precedent Images – Traffic in Villages



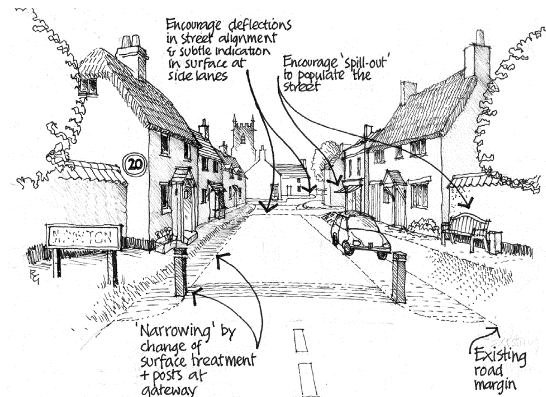
605 Rural traffic calming might include subtle narrowing and cobbled rumble strips.



Gateway feature showing lowered speed limit improving safety for all users



Footway build-out providing a sense of arrive and space for planting, narrowing carriageway by creating pinch point and horizontal deflection



The Traffic in Villages Guidance provides examples of how traffic speeds can be lowered to create placemaking opportunities while maintaining the character of local villages.

Quiet Lanes

Quiet lanes are a formal designation in rural areas, similar to 'Home Zones' in urban areas – where the carriageway is intended to be shared between all users – encouraging lower speeds and encouraging walking and cycling. Used with rural traffic calming measures like bollards as modal filters, speed limit changes to 20mph, build outs or different paving types, Quiet lanes can make lower trafficked country lanes more appealing for active travel.

On wider country lanes that still have low traffic flows, centre line removal with the addition of advisory cycle lanes (or implied footways in areas of higher footfall) can provide a visual reminder that active travel users will be sharing the carriageway.



Green Lanes are a widely used quiet lane designation in Jersey, with 15mph speed limits across the green lane network



More open rural roads with low traffic can benefit from centre line removal and the addition of advisory cycle lanes

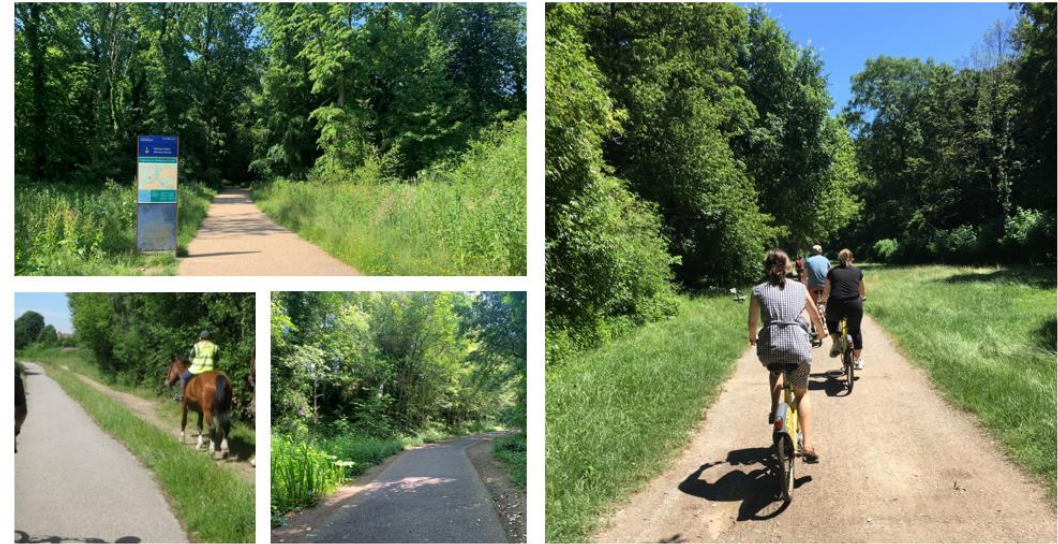


Quiet Lane signage can be reinforced with physical features.

Traffic-free routes

Traffic free routes are direct routes which ensure safe and smooth movement of non-motorised traffic in a completely traffic free environment.

Typically comprising a shared use path of at least 3m width, routes expected to be used for utility walking and cycling should have an all-weather surfacing to allow year-round use and be lit where possible. More leisure-focussed routes – such as the route around the southern side of Rutland Water and the circuit around the Hambleton Peninsula may have a gravel or unbound surface.



Surfacing types can be designed to fit in with the local environment (clockwise from top left: bitmac with tar and chip dressing, self-binding gravel, Flexipave, bitmac with an adjacent unbound trotting strip for horse riders)

3.1.2 General recommendations – Junction Treatment

Junction tightening

Reducing the radii of priority junctions can help slow turning traffic and reduces the distance for pedestrians to cross a side road, smoothing journeys in urban areas for people on foot.

Continuous footways

Raising the carriageway to footway level and extending the footway paving across the junction can provide priority by design for pedestrians across side roads in higher footfall areas.

Cycle priority over side roads

Where cycle tracks are alongside the carriageway, they should be given priority over traffic at minor side roads, enabling a smoother journey for people on bikes. A full set-back from the main carriageway should be provided where a two-way cycle track is proposed, but the cycle track can be closer to the junction where speeds are lower.



Cycle priority can be provided over side roads, with a set back on busier or faster roads.



Partial, or no set back can be used in urban environments where traffic flows are slower.



Continuous footways can be used to provide design priority for pedestrians in higher footfall areas such as high streets.



Tightening the junction radius can have the effect of slowing turning traffic and encourage drivers to give way to pedestrians crossing side roads.

3.1.3 General recommendations – Crossings

Uncontrolled crossings

Where traffic speeds and volumes are low, uncontrolled crossings of the carriageway for pedestrians and cyclists can be appropriate. Dropped kerbs, or raised crossings should be provided to ensure access for all users, and wide refuges can provide a space to wait on wider crossings.

Parallel crossings

In more urban areas where traffic speeds are lower, parallel crossings provide excellent priority for pedestrians and cyclists, with minimal delay to general traffic.

Toucan crossings

Where the footway is shared between pedestrians and cyclists, and use is likely to be reasonably low, a toucan crossing can provide a safe way of crossing busier or higher speed roads. Sufficient space for comfortable sharing of the space between pedestrians and cyclists should be provided.

Cycle signals

The provision of cycle-only signals at junctions, or stand-alone crossings is preferable where possible, as it allows for cycles to be treated as vehicles and provides greater separation from other road users on higher speed, or busier roads.



Uncontrolled crossings wide enough for pedestrians and cycles to wait safely can be suitable on lower traffic and speed roads.



Parallel crossings give priority to both pedestrians and cyclists in lower traffic/speed areas.



Signalised parallel crossings (Sparrow crossings) maintain separation between pedestrians and cyclists at crossing points to minimise conflict.

3.1.4 Other general recommendations

Lighting, maintenance, and artwork

Perceived safety of cycle routes also has a substantial impact on the uptake of cycling of a particular route. Consideration of personal security as well as road safety are considerations for active travel. Whether the route itself is well-used, overlooked and lit can be key factors in how safe users will feel. In more rural setting where use of (inter-town) routes are likely to be more lightly used than those within towns, proportionate interventions to improve personal safety can be considered for fitting in with the rural character of the area.

The need for lighting should never be disregarded, as it is important to enable year-round utility cycling especially in winter. In more urban or built-up areas, lighting should be provided as with carriageway lighting, or along well-used off-carriageway routes. For more rural section of inter-town routes where greater use is expected, and at junctions, lighting should also be considered. Lighting on rural routes may make use of lower level, or motion-activated lighting to reduce light-spill and impacts on wildlife.

Maintenance plays an important role in perceived safety for rural sections of inter-town routes. Maintenance like cutting back vegetation in order to maintain effective width of shared use paths alongside higher speed roads is necessary for the safety and use of the link itself. Regular clearing of paths alongside main roads will reduce the build-up of debris which can reduce effective widths and cause punctures.

Artwork and placemaking at well-used sections can also provide sense of place, encourage people to stop and spend time.

Branding, Signage & Wayfinding

Legible and coherent design can help minimise the need for signs. However, some signs are required to help enforce traffic laws, and direction signs are needed to ensure people can understand and follow the route. Signs must be designed and positioned carefully to ensure the signs themselves do not create confusion or undue street clutter.

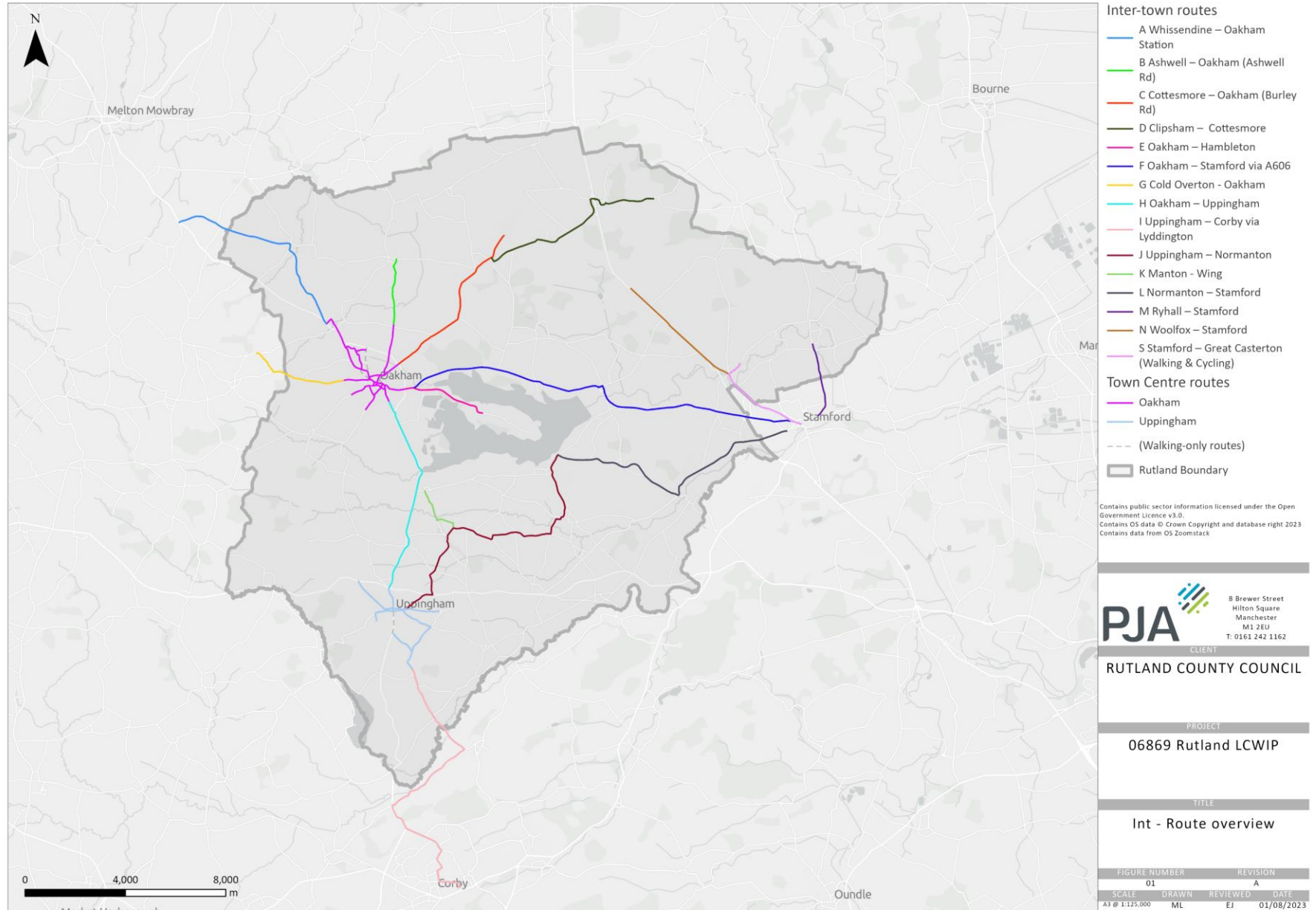
An effective wayfinding strategy will result in users feeling like they are being guided along a route and removes the need for cyclists to stop to consult maps or phones. Direction signage should be provided at every decision point and sometimes in between for reassurance. Arrow markings on the carriageway can also assist with wayfinding at transition points.

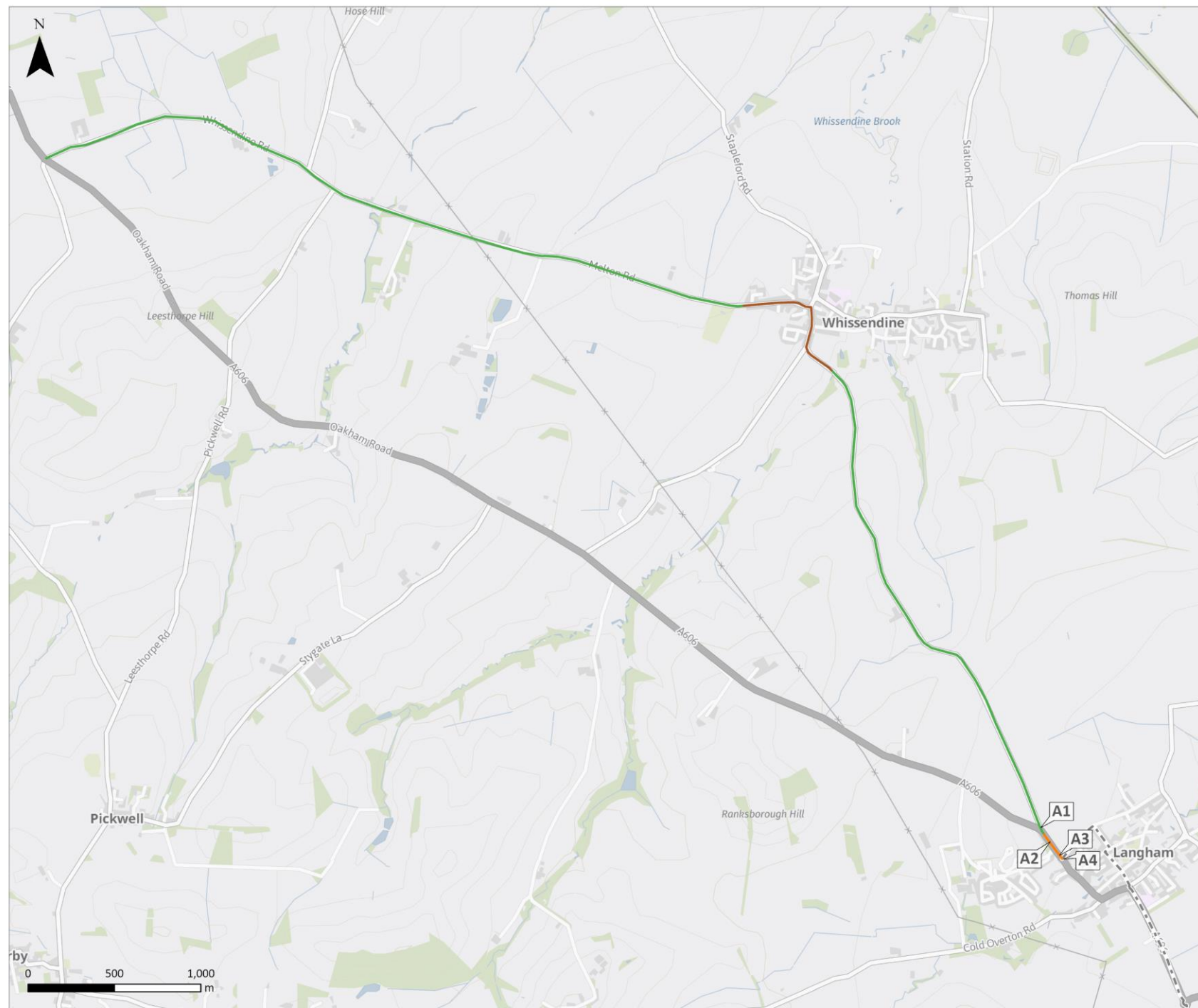
In delivering a cycling network with inter-town routes throughout Rutland, an overarching approach to branding and wayfinding, including use of consistent branding including logos, typeface, and variety of wayfinding instruments like fingerpost and maps would be beneficial to supports cyclist undertaking longer rides and encourage exploration of the network. Extension of the Rutland Water style wayfinding to the wider area could provide consistency.

3.2 Proposed network and Design Interventions

The proposed network is outlined in this section, with the proposed link interventions shown on individual route plans. The accompanying table for each route shows the proposed point interventions.

611





Inter-town routes

Route A Whissendine – Oakham Station

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach
- (Town centre walking and/or cycling routes)

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-A	A
SCALE	DRAWN
A3 @ 1:20,000	ML
REVIEWED	DATE
EJ	18/08/2023

Route A - Whissendine - Oakham Station

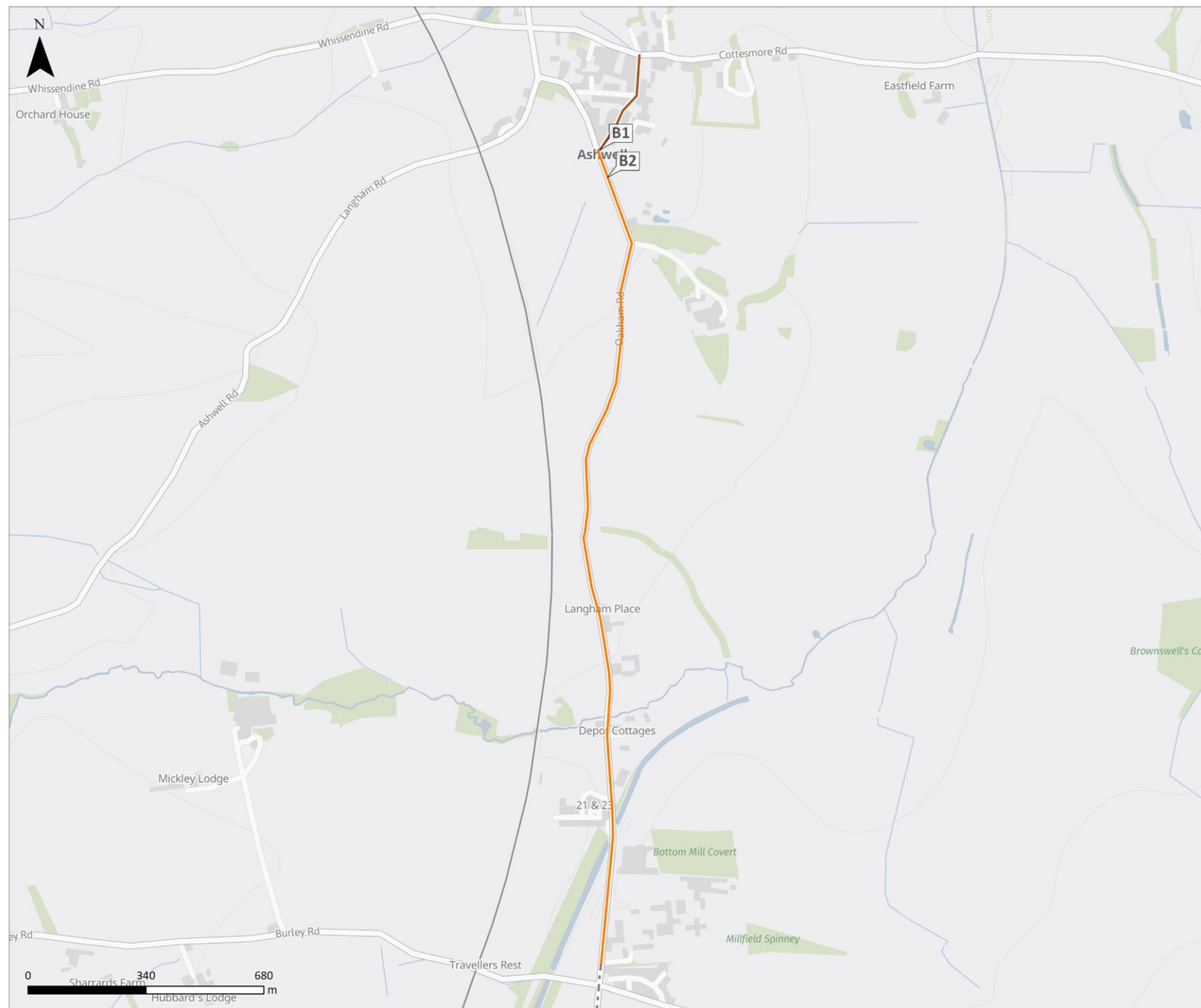
Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
A1		Minor junction redesign to allow for transition between shared use and rural quietway	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	Assume transitioning/ interfacing included (Covered by link costings)
A2		New shared use on the eastern side of A606							
A3		Gateway treatment with Traffic in village approach	OTHER MEASURES	Gateway feature	nr	£ 10,000	1	£ 10,000	
A4		Shared use priority across junction	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	

613

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	0.844	£ 150,000	£ 126,557
Cycling in carriageway - Rural quiet lane	7.368	£ 50,000	£ 368,389
Shared use footway/ cycleway (Widen existing)	0.175	£ 305,000	£ 53,223
(Section out of Rutland boundary)	4.294	£ -	£ -
	12.680		£ 548,169



Inter-town routes

Route
B Ashwell – Oakham
(Ashwell Rd)

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - "traffic in village" approach
- (Town centre walking and/or cycling routes)

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-B	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:10,000	ML	EJ	18/08/2023

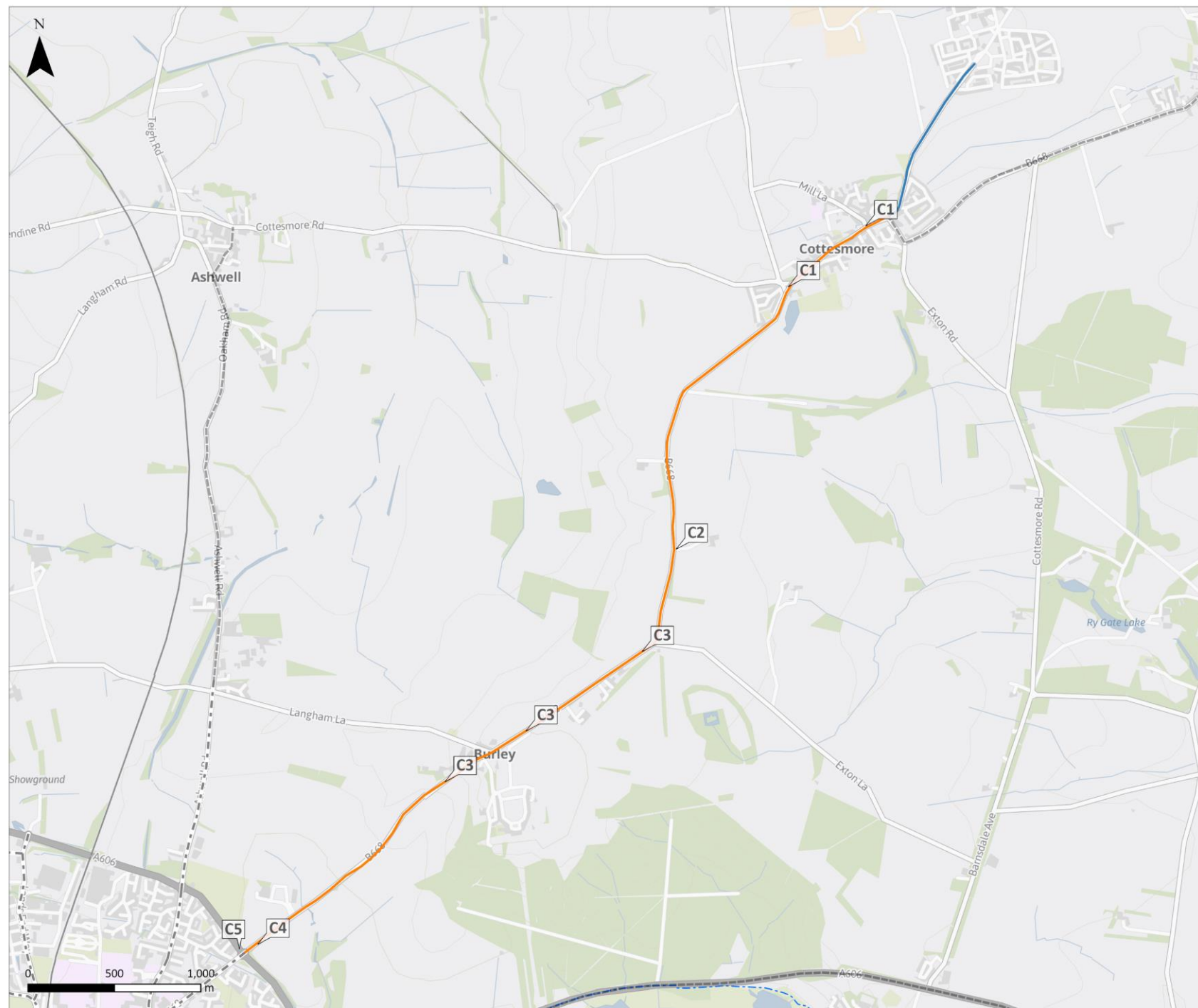
Route B - Ashwell - Oakham (Ashwell Rd)

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
B1		Shared use priority across side road	JUNCTIONS	Minor Junction improvements - tightening	1	£ 10,000	1	£ 10,000	
B2		Traffic in village approach to calm traffic							(Covered by link costings)

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	0.314	£ 150,000	£ 47,129
Shared use footway/ cycleway (Widen existing)	2.394	£ 305,000	£ 730,035
	2.708		£ 777,164



Inter-town routes

Route
C Cottesmore – Oakham (Burley Rd)

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

Shared use footway/ cycleway
 Cycling in carriageway - within Town

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA
 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-C	A
SCALE	DRAWN
REVIEWED	DATE
A3 @ 1:20,000	ML
EJ	18/08/2023

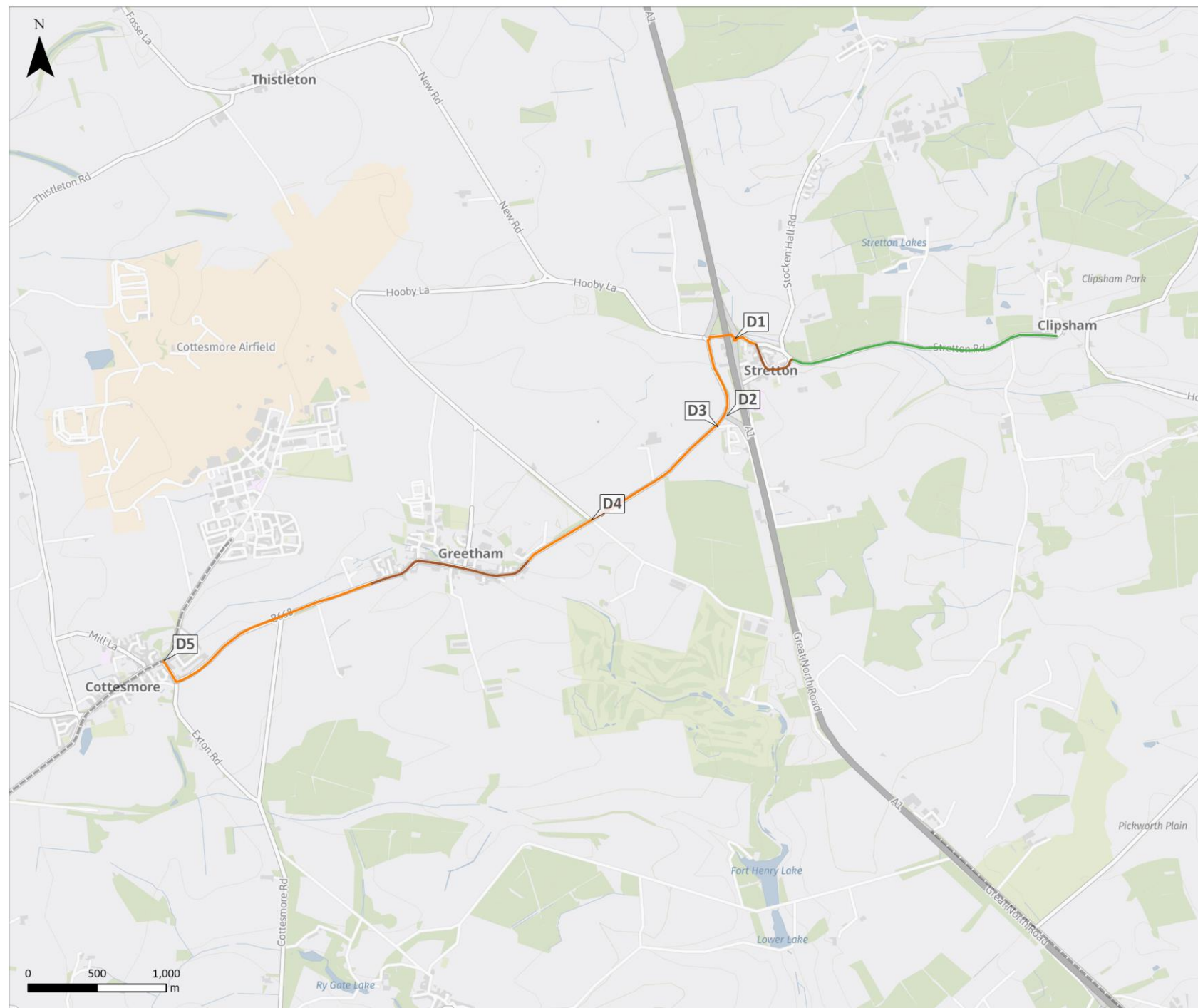
Route C Cottesmore - Oakham (Burley Rd)

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
C1		Shared use priority across junction	LINKS	Side street treatment large	nr	£ 30,000	2	£ 60,000	
C2		Shared use priority across side road	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
C3	a	Upgrade existing uncontrolled crossing to parallel crossing, along with reduced speed limit to 30mph and rural traffic calming.	LINKS	Traffic Calming	nr	£ 5,000	3	£ 15,000	
C3	b	Upgrade existing uncontrolled crossing to parallel crossing, along with reduced speed limit to 30mph and rural traffic calming.	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	3	£ 120,000	
C4		Upgrade existing shared use up to standard with appropriate buffer							(Covered by link costings)
C5		Provide new toucan crossings on the northwestern and northeastern arm of the roundabout for transition of shared use between sides and across the roundabout.	CROSSINGS	Toucan crossing standard	nr	£ 70,000	2	£ 140,000	Assume minor footway works included

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - local streets	1.038	£ 50,000	£ 51,918
Shared use footway/ cycleway (Widen existing)	6.059	£ 305,000	£ 1,847,962
	7.097		£ 1,899,880



Inter-town routes

Route
D Clipsham – Cottesmore

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach
- Other inter-town routes

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-D	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:25,000	ML	EJ	18/08/2023

Route D - Clipsham - Cottesmore

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
D1		Cyclists give way on southern arm with refuge.	CROSSINGS	Uncontrolled crossing (refuge)	nr	£ 15,000	1	£ 15,000	Minor footway/ marking works included
D2		Toucan crossing with signalised junction from A1 slip road onto B668.	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road.
D3		Shared use priority with setback at junction.	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
D4		Junction redesign to tighten the junction, Provision of crossing to transition shared use on the north to the south.	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	Assume minor junction redesign to calm traffic at junction.
D5		Shared use priority across side roads	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	

619

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	1.644	£ 150,000	£ 246,571
Cycling in carriageway - Rural quiet lane	1.970	£ 50,000	£ 98,511
Shared use footway/ cycleway (Widen existing)	3.637	£ 305,000	£ 1,109,221
Shared use footway/ cycleway (New)	2.574	£ 405,000	£ 1,042,672
	9.825		£ 2,496,975



Inter-town routes

Route
E Oakham – Hambleton

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-E	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:10,000	ML	EJ	18/08/2023

Route E - Oakham - Hambleton

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
E1		Upgrade existing uncontrolled crossing to toucan	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assumed a larger toucan crossing given the volume of traffic on A606.
E2		Parallel crossing with a reduced speed limit to 30mph throughout Oakham Road	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	3	£ 120,000	
E3		Cycle priority over side road - full set back	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
E4		A raised cycle priority platform for transition to and from shared use and carriageway	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	

621

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - Rural quiet lane	0.327	£ 50,000	£ 16,342
Cycling in carriageway - local streets	0.266	£ 50,000	£ 13,275
Shared use footway/ cycleway (Widen existing)	2.848	£ 305,000	£ 868,528
	3.440		£ 898,146



Inter-town routes

Route
F Oakham – Stamford via A606

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - "traffic in village" approach

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-F	A
SCALE	DRAWN
A3 @ 1:55,000	ML
REVIEWED	DATE
EJ	18/08/2023

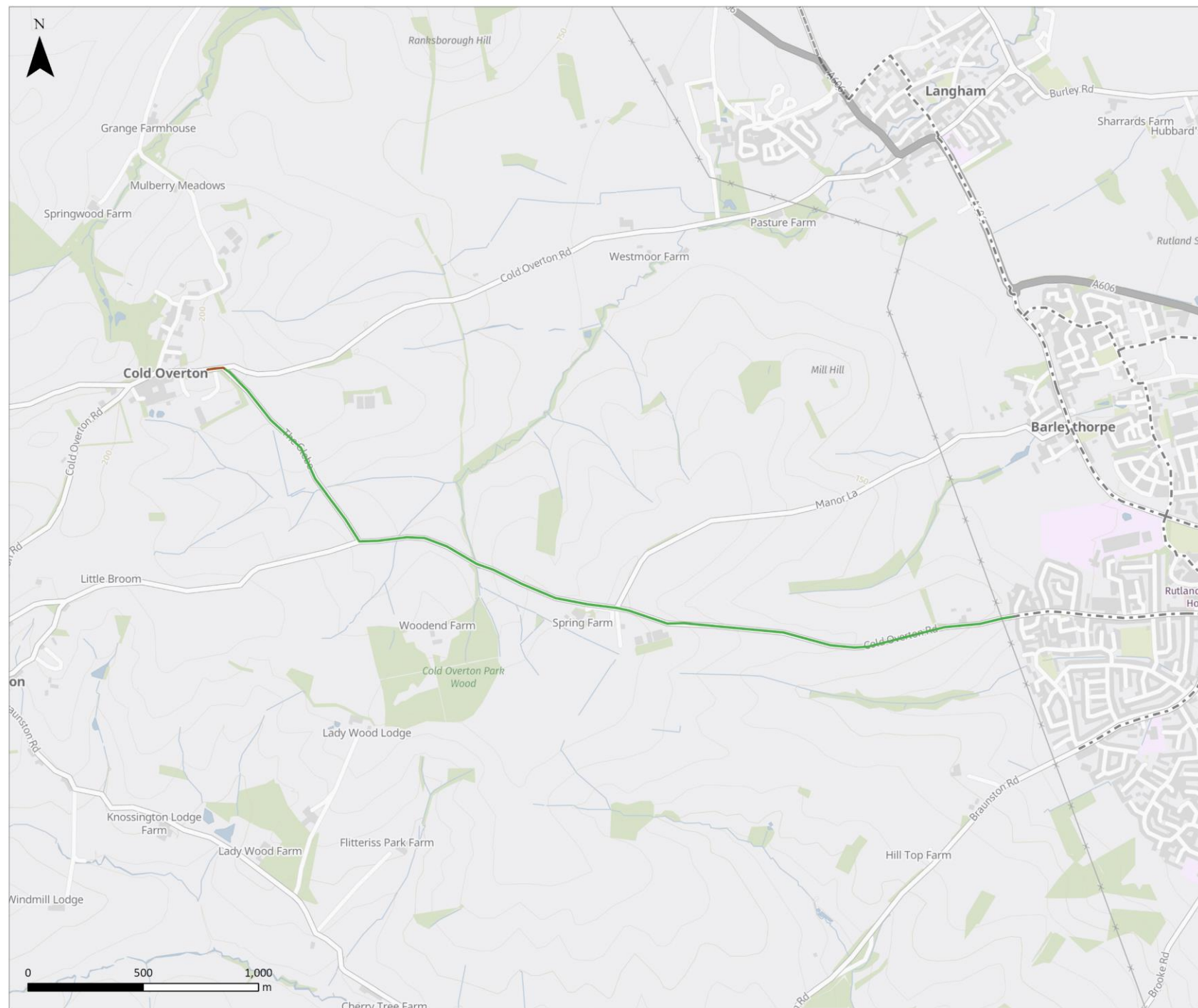
Route F - Oakham - Stamford via A606

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
F1	a	Junction redesign to incorporate a Toucan crossing across A606	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	
F1	b	Shared used priority across side roads at Barnsdale Ave and Access road into Rutland Hall Hotel	LINKS	Side street treatment large	nr	£ 30,000	2	£ 60,000	
F2		Gateway treatment including traffic calming							(Covered by link costings)
F3	a	Tighten junction	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	2	£ 50,000	
F3	b	transition between cycling on carriageway onto shared use to the east	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	2	£ 20,000	
F4		Shared use priority over side road with full setback.	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
F5		Signalise slip roads with addition of Toucan crossing across the slip road.	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road.
F6		Tighten junction. Shared use priority over side road with full setback	LINKS	Side street treatment large	nr	£ 30,000		£ -	3 treatments NOT costed due to it being in South Kesteven boundary - Considered as large treatment for associated work for minor junction tightening
F7		Shared use priority over side road with full setback.	LINKS	Side street treatment small	nr	£ 20,000		£ -	1 treatment NOT costed due to it being in South Kesteven boundary -

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	0.442	£ 150,000	£ 66,251
Shared use footway/ cycleway (Widen existing)	7.735	£ 305,000	£ 2,359,244
Shared use footway/ cycleway (New)	6.011	£ 405,000	£ 2,434,515
(Section out of Rutland boundary)	1.820	£ -	£ -
	16.008		£ 4,860,010



Inter-town routes

Route
G Cold Overton - Oakham

Point interventions proposed
 (ID refer to design recommendation booklet)

- Level of cycling provision**
- Cycling in carriageway - Rural quiet lane
 - Cycling in carriageway - "traffic in village" approach
 - (Town centre walking and/or cycling routes)
 - Other inter-town routes

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

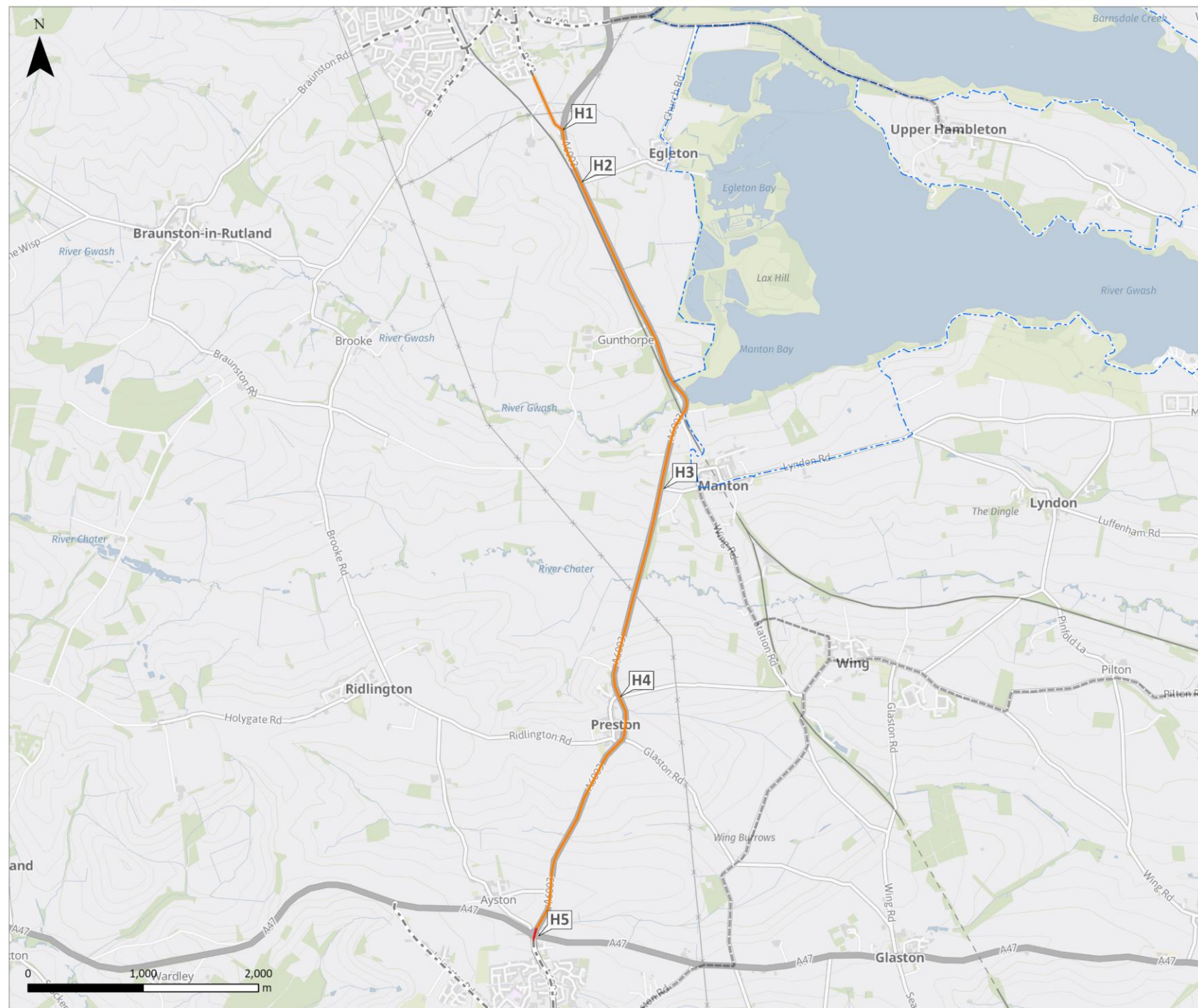
TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-G	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:15,000	ML	EJ	18/08/2023

Route G - Cold Overton - Oakham

Link typologies & costings

	km	Price per km	Total cost
(Section out of Rutland boundary)	3.965	£ -	£ -
Cycling in carriageway - Rural quiet lane	2.931	£ 50,000	£ 146,574
	6.897		£ 146,574



Inter-town routes

Route
H Oakham – Uppingham

Point interventions proposed
 (ID refer to design recommendation booklet)

- Level of cycling provision**
- Protected cycle track
 - Shared use footway/ cycleway
 - (Town centre walking and/or cycling routes)
 - Other inter-town routes
 - Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-H	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:30,000	ML	EJ	18/08/2023

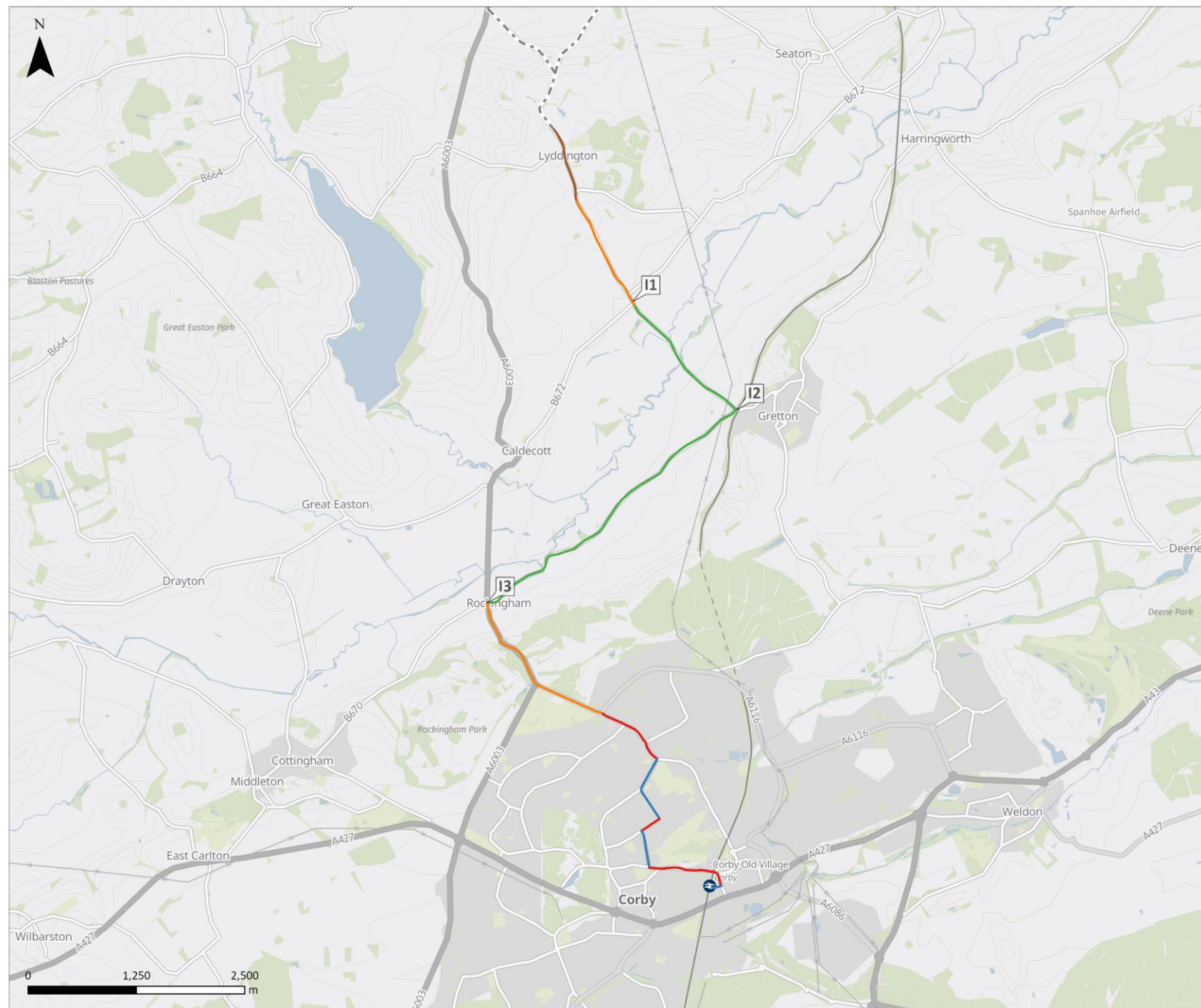
Route H - Oakham - Uppingham

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
H1		Signalised junction with toucan crossing.	JUNCTIONS	Junction upgrade inc. higher quality materials	1	£ 500,000	1	£ 500,000	Assume cost for toucan crossings and minor footway works included.
H2		Shared use priority over side road with full setback.	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
H3		Full Setback with cycle give way	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
H4	a	Tighten junction	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
H4	b	Shared use priority over side road	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
H5		Toucan crossing of A47 on eastern arm	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assumed a larger toucan crossing given the volume of traffic on A47.

Link typologies & costings

	km	Price per km	Total cost
Protected cycle track along carriageway	0.113	£ 1,115,000	£ 125,858
Shared use footway/ cycleway (Widen existing)	3.649	£ 305,000	£ 1,112,854
Shared use footway/ cycleway (New)	7.484	£ 405,000	£ 3,030,860
	11.245		£ 4,269,571



Inter-town routes

Route
I Uppingham – Corby via Lyddington

Point interventions proposed (ID refer to design recommendation booklet)

Level of cycling provision

- Protected cycle track
- Shared use footway/ cycleway
- Cycling in carriageway - within Town
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach
- (Town centre walking and/or cycling routes)

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-I	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:40,000	ML	EJ	18/08/2023

Route I - Uppingham - Corby via Lyddington

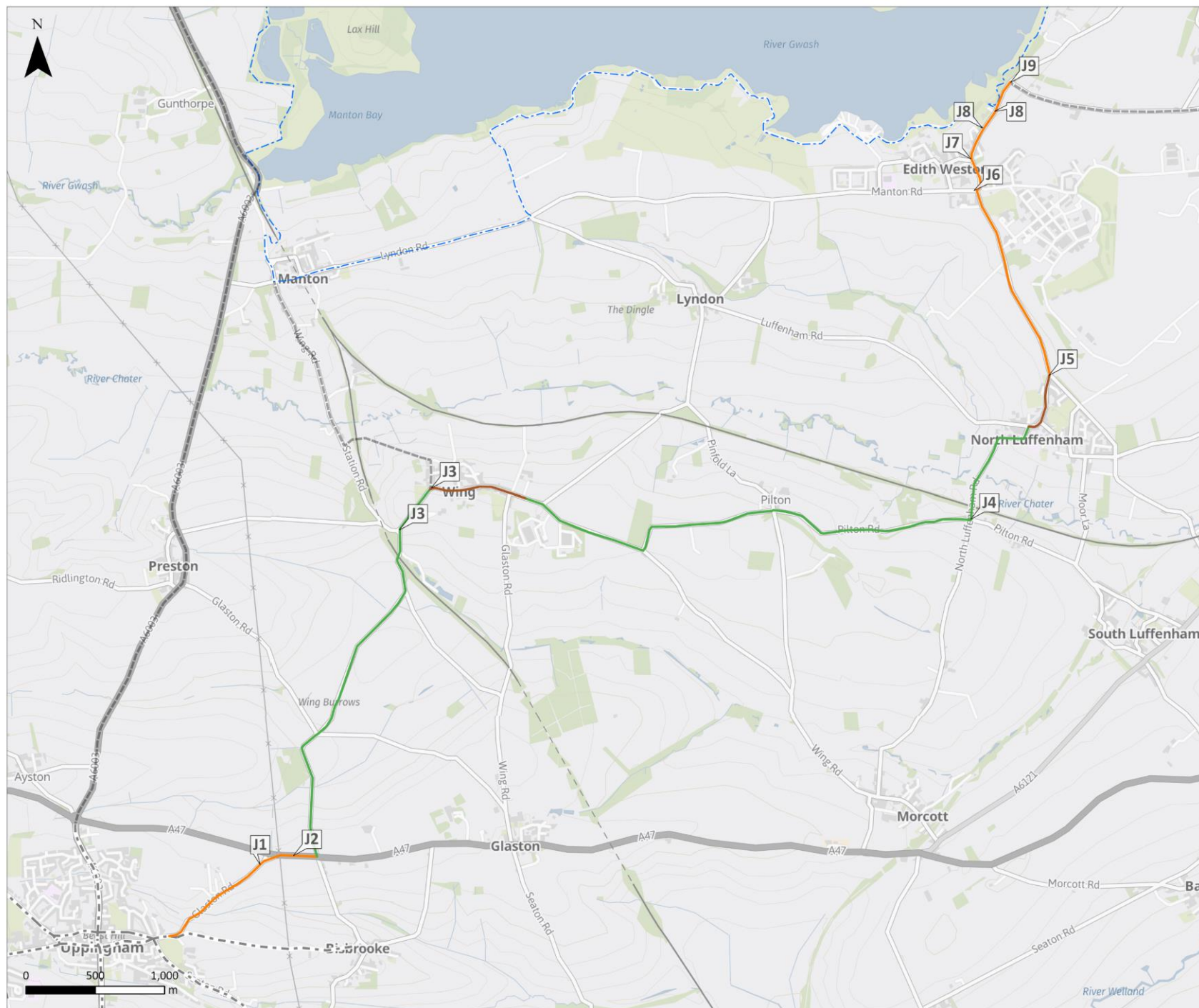
Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
I1		Uncontrolled crossing with refuge	CROSSINGS	Uncontrolled crossing (refuge)	nr	£ 15,000	1	£ 15,000	
I2		Tighten junction	JUNCTIONS	Minor Junction improvements - tightening	1	£ 10,000	1	£ 10,000	
I3		Tighten junction, uncontrolled crossing transition to shared use - set back.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	

629

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	0.870	£ 150,000	£ 130,436
Cycling in carriageway - Rural quiet lane	1.693	£ 50,000	£ 84,643
Shared use footway/ cycleway (Widen existing)	1.397	£ 305,000	£ 426,079
(Section out of Rutland boundary)	10.834	£ -	£ -
	14.794		£ 641,158



Inter-town routes

Route
J Uppingham – Normanton

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach

(Town centre walking and/or cycling routes)

Other inter-town routes

Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA
 CLIENT
 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-J	A
SCALE	DRAWN
A3 @ 1:25,000	ML
REVIEWED	DATE
EJ	18/08/2023

Route J- Uppingham - Normanton

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
J1		Tighten junction, provide uncontrolled crossing with refuge for transition to shared use.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
J2		Uncontrolled crossing transition to shared use	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
J3		Tighten junction	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	
J4		Uncontrolled Crossing transition to shared use	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
J5		Shared use priority over entrance - full set back	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
J6		Signalise slip roads with addition of Toucan crossing across the slip road.	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road.

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	1.175	£ 150,000	£ 176,258
Cycling in carriageway - Rural quiet lane	7.423	£ 50,000	£ 371,164
Shared use footway/ cycleway (Widen existing)	3.596	£ 305,000	£ 1,096,886
	12.195		£ 1,644,308



Inter-town routes

Route
K Manton - Wing

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use traffic-free routes
- Cycling in carriageway - Rural quiet lane
- Other inter-town routes
- Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT

RUTLAND COUNTY COUNCIL

PROJECT

06869 Rutland LCWIP

TITLE

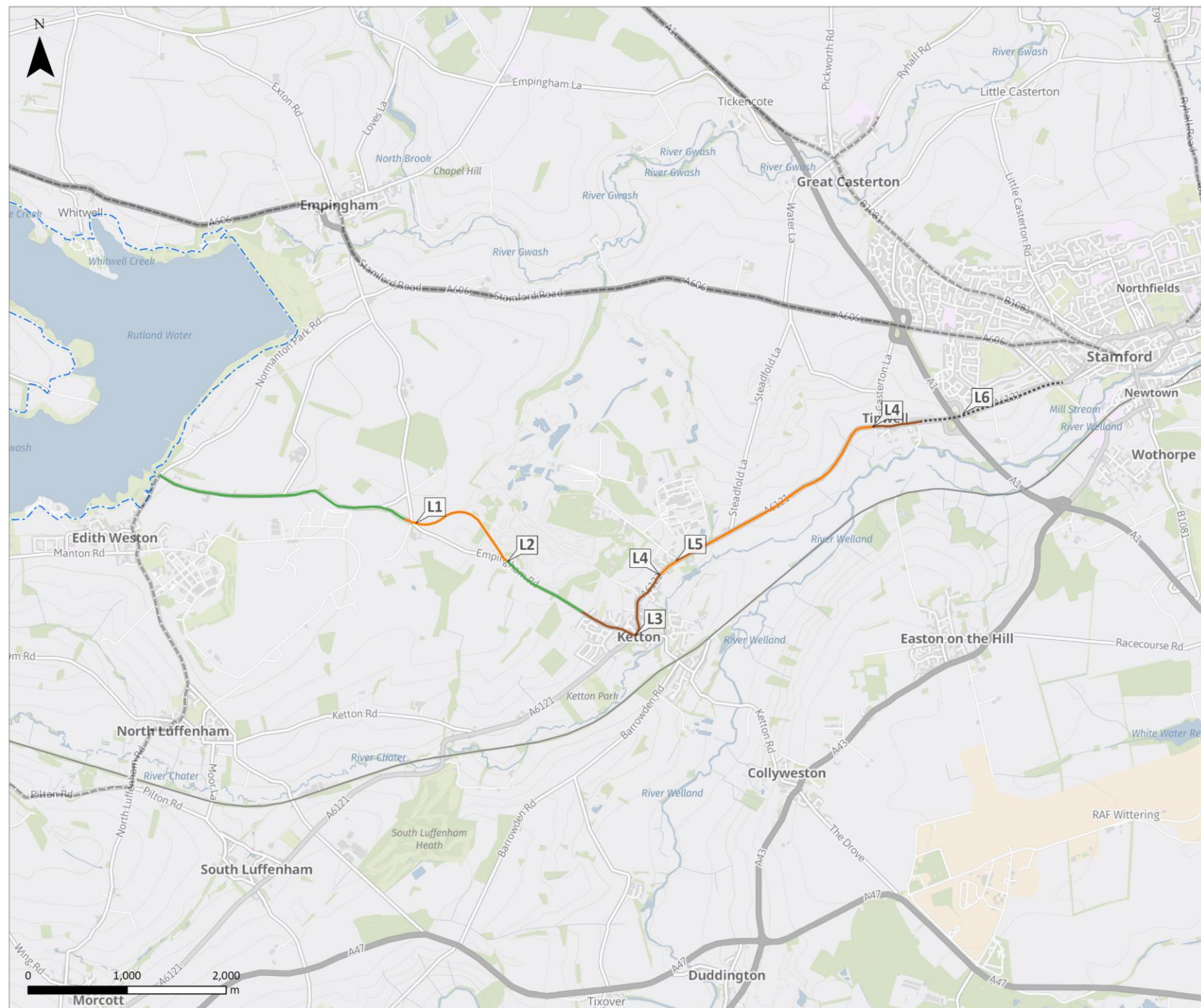
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-K	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:10,000	ML	EJ	18/08/2023

Route K - Manton - Wing

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - Rural quiet lane	1.522	£ 50,000	£ 76,105
Shared use traffic-free routes (New)	0.669	£ 255,000	£ 170,625
	2.191		£ 246,731



Inter-town routes

Route
L Normanton – Stamford

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

- Shared use footway/ cycleway
- Cycling in carriageway - Rural quiet lane
- Cycling in carriageway - "traffic in village" approach
- (To be determined in respective local LCWIP)

Other inter-town routes

Rutland water loop

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT

RUTLAND COUNTY COUNCIL

PROJECT

06869 Rutland LCWIP

TITLE

Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR- L	A
SCALE	DRAWN
REVIEWED	DATE
A3 @ 1:35,000	ML
EJ	18/08/2023

Route L - Normanton - Stamford

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
L1		Tighten junction, provide uncontrolled crossing with refuge for transition to shared use.	JUNCTIONS	Junction Tightening + Basic Footway Improvements	1	£ 25,000	1	£ 25,000	
L2		Uncontrolled crossing transition to shared use	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
L3		Tighten junction	JUNCTIONS	Priority Junction/ Side Street Treatments/+ new crossing	1	£ 100,000	1	£ 100,000	
L4		Uncontrolled Crossing transition to shared use	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
L5		Shared use priority over entrance - full set back	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
L6		Signalise slip roads with addition of Toucan crossing across the slip road.	CROSSINGS	Toucan crossing large	nr	£ 120,000	1	£ 120,000	Assume larger toucan crossing required - given the level of infrastructure likely to be needed for a slip road from trunk road.

Link typologies & costings

	km	Price per km	Total cost
(Subject to LCWIP in South Kesteven)	0.340	£ -	£ -
(Section out of Rutland boundary)	1.155	£ -	£ -
Cycling in carriageway - "Traffic in villages" approach	1.805	£ 150,000	£ 270,760
Cycling in carriageway - Rural quiet lane	3.525	£ 50,000	£ 176,265
Shared use footway/ cycleway (Widen existing)	3.982	£ 305,000	£ 1,214,460
	10.807		£ 1,661,484



Inter-town routes

Route
M Ryhall – Stamford

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision
 Shared use footway/ cycleway
 Other inter-town routes

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT
RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-M	A
SCALE	DRAWN
A3 @ 1:10,000	ML
REVIEWED	DATE
EJ	18/08/2023

Route M - Ryhall - Stamford

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
M1		Full set back - shared use priority	LINKS	Side street treatment large	nr	£ 30,000	1	£ 30,000	
M2		Parallel crossing	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	1	£ 40,000	

637

Link typologies & costings

	km	Price per km	Total cost
Shared use footway/ cycleway (Widen existing)	1.355	£ 305,000	£ 413,230
(Section out of Rutland boundary)	1.670	£ -	£ -
	1.355		£ 413,230



Inter-town routes

Route
N Woolfox – Stamford

Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision
 Shared use footway/ cycleway
 Cycling in carriageway - "traffic in village" approach

Other inter-town routes

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA
 CLIENT
 8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

RUTLAND COUNTY COUNCIL

PROJECT
06869 Rutland LCWIP

TITLE
Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION		
Int-ITR-N	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:15,000	ML	EJ	18/08/2023

Route N- Woolfox - Stamford

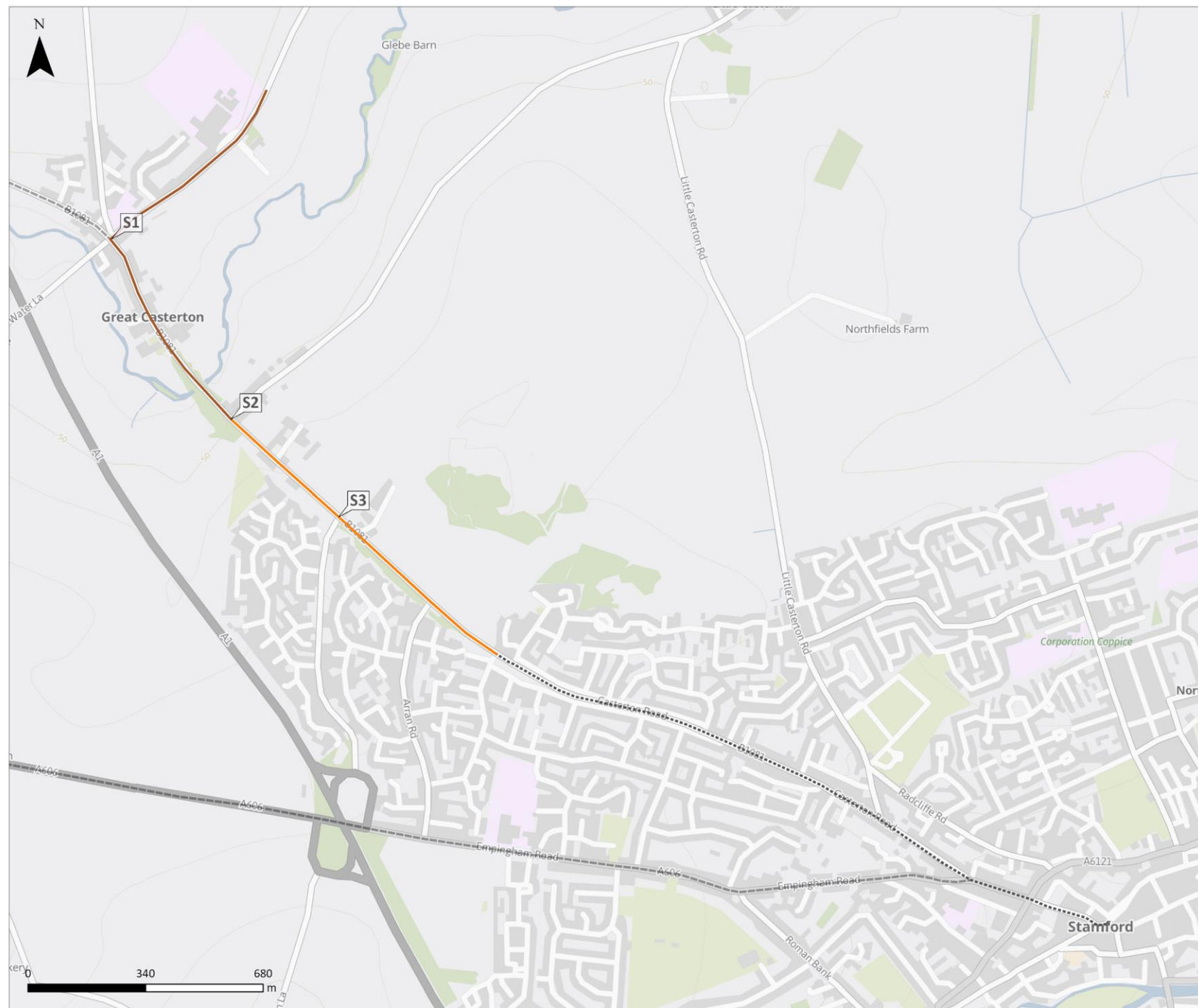
Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
N1		Side road priority full setback	LINKS	Side street treatment small	nr	£ 20,000	1	£ 20,000	
N2		Transition to on-carriageway - parallel crossing	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	

639

Link typologies & costings

	km	Price per km	Total cost
Cycling in carriageway - "Traffic in villages" approach	0.175	£ 150,000	£ 26,264
Shared use footway/ cycleway (Widen existing)	5.034	£ 305,000	£ 1,535,393
	5.209		£ 1,561,657







Inter-town routes

Route
S Stamford – Great Casterton

 Point interventions proposed
 (ID refer to design recommendation booklet)

Level of cycling provision

-  Shared use footway/ cycleway
-  Cycling in carriageway - "traffic in village" approach
-  (To be determined in respective local LCWIP)
-  Other inter-town routes

Contains public sector information licensed under the Open Government Licence v3.0.
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9. Detailed design work is required prior to commencement of any works.

PJA  8 Brewer Street
 Hilton Square
 Manchester
 M1 2EU
 T: 0161 242 1162

CLIENT

RUTLAND COUNTY COUNCIL

PROJECT

06869 Rutland LCWIP

TITLE

Int - Inter-town routes and interventions

FIGURE NUMBER	REVISION
Int-ITR-S	A
SCALE	DRAWN
REVIEWED	DATE
A3 @ 1:10,000	ML EJ 18/08/2023

Route S - Stamford - Great Casterton

Point interventions & costings

Intervention ID	Sub-ID	Intervention description	Category	Intervention	Unit	Rate	No. of Units	Total Cost	Caveat
S1		Signalised junction with cycle early start	JUNCTIONS	Signalised Junction Improvements	1	£ 250,000	1	£ 250,000	
S2	a	A parallel crossing with a short "landing" section of shared use on the opposite side	CROSSINGS	Parallel crossing with raised table + footway works	nr	£ 40,000	1	£ 40,000	
S2	b	for transition onto carriageway via a dropped kerb. Consider interfacing with gateway for "Traffic in Village" approach.	CROSSINGS	Transition treatment between on and off road sections	nr	£ 10,000	1	£ 10,000	
S3		Signalise junction with controlled crossing on all arms, as with new development anticipated.	JUNCTIONS	Signalised Junction Improvements	1	£ 250,000	1	£ 250,000	

641

Link typologies & costings

	km	Price per km	Total cost
(Section out of Rutland boundary)	1.959	£ -	£ -
Cycling in carriageway - "Traffic in villages" approach	1.272	£ 150,000	£ 190,839
Shared use footway/ cycleway (Widen existing)	1.018	£ 305,000	£ 310,507
	4.249		£ 501,346

3.3 High level costs

High level costs for each route are outlined to the right, using the same costing toolkit as for the town centre routes.

	Total	Link costs	Point costs
A - Whissendine - Oakham Station	£ 608,169	£ 548,169	£ 60,000
B - Ashwell - Oakham (Ashwell Rd)	£ 787,164	£ 777,164	£ 10,000
C - Cottesmore - Oakham (Burley Rd)	£ 2,254,880	£ 1,899,880	£ 355,000
D - Clipsham - Cottesmore	£ 2,771,975	£ 2,496,975	£ 275,000
E - Oakham - Hambleton	£ 1,178,146	£ 898,146	£ 280,000
F - Oakham - Stamford via A606	£ 5,250,010	£ 4,860,010	£ 390,000
G - Cold Overton - Oakham	£ 146,574	£ 146,574	£ -
H - Oakham - Uppingham	£ 4,994,571	£ 4,269,571	£ 725,000
I - Uppingham - Corby via Lyddington	£ 691,158	£ 641,158	£ 50,000
J - Uppingham - Normanton	£ 2,019,308	£ 1,644,308	£ 375,000
K - Manton - Wing	£ 246,731	£ 246,731	£ -
L - Normanton - Stamford	£ 1,956,484	£ 1,661,484	£ 295,000
M - Ryhall - Stamford	£ 483,230	£ 413,230	£ 70,000
N - Woolfox - Stamford	£ 1,591,657	£ 1,561,657	£ 30,000
S - Stamford - Great Casterton	£ 1,051,346	£ 501,346	£ 550,000
Inter-town total	£ 26,031,404	£ 22,566,404	£ 3,465,000



Rutland
County Council

Sustainable Modes of Travel Strategy (SMoTS)
Getting Rutland to School

September 2023

Contents

Chapter 1: Introduction to Rutland County Council’s Sustainable Modes of Travel Strategy (SMoTS)	3
Chapter 2: Policy Background; SMoTS in Context	6
Chapter 3: Travel and transport needs of children and young people	13
Chapter 4: Sustainable Travel and Transport Infrastructure and Schemes	20
Chapter 5: Education, Training and Promotion for Safe and Sustainable Travel	25
Chapter 6: Our Strategy / Action Plan	31
Chapter 7: Conclusion	33
Appendices	34

Abbreviations

LA - Local Authority
LTP - Local Transport Plan
CWIS - The Cycling and Walking Infrastructure Strategy
DfT – Department for Transport
ITT – Independent Travel Training
KSI – Killed or Seriously Injured
LCWIP – Local Walking and Cycling Plan
MoT – Mode of Travel
NO₂ - Nitrogen Dioxide
ROW – Rights of Way
ROWIP – Public Rights of Way Implementation Plan
RSP - Leicester, Leicestershire, and Rutland Road Safety Partnership
SMoTS - Sustainable Modes of Transport Strategy
SSPAN - School Sports and Physical Activity Network



Chapter 1: Introduction to Rutland County Council's Sustainable Modes of Travel Strategy (SMoTS)

1.1 Background

This Strategy sets out what we will do to enable as many children and young people as possible to travel safely for education by sustainable and active modes. Contributing to the physical and emotional wellbeing of Rutland's young people by setting patterns of safe, active travel which will continue into later life, while improving the quality of the local environment.

Rutland County Council already has a comprehensive package of measures in place to meet its responsibility to improve the sustainable transport network and to promote its use. These include the promotion of Modeshift STARS and support for schools to complete an online travel plan, the delivery of active travel campaigns and road safety training for pedestrians and cyclists.

Whilst we have good baseline data, we will require further data from schools yet to be engaged in STARS; ensuring we integrate findings about perceptions of safety, transport, and accessibility into future works.

We will continue to collaborate with schools and interested stakeholders to ensure safe and sustainable access to schools and colleges through the implementation of demand-led infrastructure and supporting schools to gain increasing levels of Modeshift STARS accreditation.

The **Education and Inspections Act 2006** defines sustainable modes of travel as:

"...those that the Local Authority considers may improve the user's physical wellbeing, the environmental well-being of all or part of the LA's area, or a combination of the two".

Rutland County Council interprets this as walking, cycling, scooting, travelling by bus or train, and car-sharing.

Clause 63 of the Act places a general duty on Local Authorities to promote sustainable travel for the journeys to and from school for all children, up to the age of 19 (or 21 for those with special needs). This includes those living in Rutland as well as those travelling into Rutland from outside the borough to attend educational or training establishments.

Under the legislation there are four things the Local Authority must do/carry out, as follows:

- 1) An **assessment** of the travel and transport needs of children and young people
- 2) An **audit** of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools / institutions.
- 3) A **strategy** to develop the sustainable travel and transport infrastructure within the authority so that the transport and travel needs of children and young people are better catered for. (In force April 2007.)
- 4) The **promotion** of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

The assessment and audit are detailed in chapters 3, 4 and 5, with the results forming the basis of this strategy. How we will continue to promote sustainable travel for school journeys is detailed in our action plan (chapter 6).

There are various other Education Acts that have set legal duties which stipulate the support that should be offered to pupils in terms of travel for education. These are summarised below and underpin Rutland County Council's school travel policies.

Education Act 1994 / 1996 and updated guidance 2002

Further detail on guidance for Local Transport Authorities can be found here https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf

Local authorities' statutory duties in order to comply with their home to school transport duties local authorities must:

- Promote the use of sustainable travel and transport.
- Make transport arrangements for all eligible children.
- Section 508A of the Act places a general duty on local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training in a local authority's area. The duty relates to journeys to and from institutions where education or training is delivered.

There are five main elements to the duty which local authorities must undertake:

- an assessment of the travel and transport needs of children, and young people within the authority's area.
- an audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions.

- a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for.
- the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; and
- the publication of Sustainable Modes of Travel Strategy.

1.2 Rutland in Context

- Population: Latest data indicates that in mid-2020 Rutland's population was 41,000. The population of Rutland is relatively sparse with just 106 persons per square kilometre compared to 311 persons per square kilometre for the East Midlands and 89 and 102 persons per square kilometre for Herefordshire and Shropshire respectively (two of our nearest statistical neighbours).¹

Between 2012 and 2037 there is a predicted growth in households of 110%² which could alter the demographic profile, potentially increasing the number of young families and commuters residing in Rutland. Within the county we have an ageing population – by 2037 it is anticipated that approximately 35% of our residents will be 65 or over.³

- There are twenty mainstream schools in Rutland with a mix of academy and non-academy. Three secondary schools, seventeen primary schools, three SEN schools and three independent schools.

At the end of 2021 there were 7972 pupils attending school in Rutland⁴

- *Car ownership/multiple car ownership levels*

There were 22,800 licensed cars and 1,100 licensed motorcycles in Rutland as of 2020. 13.6% of households in Rutland own 3 or more private vehicles.

- Although pockets of deprivation exist, the county is generally affluent. For many the car is an affordable and convenient mode of travel, and the Authority is working to encourage these users to switch to more sustainable modes such as walking, cycling, and using public transport.
- This strategy and associated work are integral to Rutland's Local Transport Plan 4- Moving Rutland Forward; contributing to the vision of supporting a high level of health and wellbeing, and the theme of 'Learning in Rutland: helping our residents reach their full potential'.
- Geography of Rutland - The geography of Rutland also impacts on travel choice: There is no one dominant settlement acting as the core of the transport networks. This has resulted in complex transport interactions so that, for many children, their choice of transport to school is restricted. To

¹ [ONS 2020](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland)

www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland

² [ONS Future of aging populations by area](https://www.ons.gov.uk/visualisations/nesscontent/dvc325/small%20multiple%20maps/wrapper.html)

<https://www.ons.gov.uk/visualisations/nesscontent/dvc325/small%20multiple%20maps/wrapper.html>

³ Ibid

⁴ <https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics>

help address these issues, the Council has in place several transport policies and associated work programmes to improve the viability of sustainable travel in Rutland. This Strategy will build on these existing proposals and develop new initiatives where necessary to increase the proportion of pupils travelling to school or college by sustainable modes.

Chapter 2: Policy Background; SMoTS in Context

2.1 Introduction

Almost half of all primary school children, and almost a quarter of secondary school children, are driven to school, a figure which has more than trebled in the last 40 years. School active travel could therefore play a greater role in preventing obesity and supporting healthier weight. As of 2021/22, 20.1% of Reception aged children and 30.2% of Year 6 children are overweight or obese in Rutland⁵. The school run creates pollution, congestion, and danger – around schools and on the wider road network.⁶

We can see from this statement that the journey to school cuts across themes and policy areas, from public health, sustainability, education, and transport. The information below provides the context within which Rutland promotes safe and active travel to school.

2.2 Links to National Policy

2.2.1 Transport

Although the requirement to develop a SMoTS is a direct result of the Education and Inspections Act 2006, it also fits well with a number of other Government initiatives such as the Government's 2017 **Cycling and Walking Investment Strategy (CWIS)** which aimed to make cycling and walking the natural choice for shorter journeys or as part of a longer journey, and more recently **Gear change: a bold vision for walking and cycling 2020**. Gear Change details the government's plans for increasing walking and cycling, by creating better streets for cycling and people, and putting cycling and walking at the heart of transport, place making and health policy.

2.2.2 Education

Relationships Education, Relationships and Sex Education (RSE) and Health Education (2020)

From September 2020 schools must provide health education which emphasises the positive two-way relationship between good physical health and good mental wellbeing, and the benefits to mental wellbeing of physical exercise and time spent outdoors. Including, the importance of building regular exercise into daily and weekly routines and how to achieve this; for example, walking or cycling to school, a daily active mile, or other forms of regular, vigorous exercise.

⁵ Public Health Outcomes Framework, Office for Health Improvement and Disparities

⁶ Gear Change: a bold vision for walking and cycling (2020) Department for Transport p.11

The guidance states that Secondary school pupils should know:

- the positive associations between physical activity and promotion of mental wellbeing, including as an approach to combat stress.
- the characteristics and evidence of what constitutes a healthy lifestyle, maintaining a healthy weight, including the links between an inactive lifestyle and ill health, including cancer and cardiovascular ill-health.⁷

2.2.3 Health

National Healthy Schools Rating Scheme - guidance for schools July 2019

The Healthy Schools Rating Scheme is a self-assessment tool designed to help schools improve the health and wellbeing of their pupils. Schools are encouraged to determine how well they are promoting healthy eating and physical activity by completing a self-assessment and receiving a bronze, silver, or gold award based on their answers. Food education, food served in the school, time spent on physical education and participation in active travel schemes are the key areas of assessment.

“People in the UK are around 20% less active now than in the 1960s. If current trends continue, we will be 35% less active by 2030.”¹

‘Walking and cycling are good for our physical and mental health. Switching more journeys to active travel, including journeys to and from school, can improve physical activity levels, quality of life and the environment. This section of the scheme therefore considers the steps schools are taking to encourage active travel among their pupils.’⁸

Promoting healthy weight in children, young people, and families: A resource to support local authorities. (Public Health England 2018)

The highways guidance section of this resource states: *‘Local authority travel planners have a key role in creating an environment that promotes sustainable and active travel. Prioritising walking, cycling and public transport can help meet many of the key health, economy, and environment priorities of local authorities:*

- *improving air quality and road safety*
- *reducing carbon emissions*
- *addressing congestion and increasing productivity due to improved journey time reliability*
- *supporting the local economy and promoting economic growth and regeneration*
- *improving access to employment*
- *improving social cohesion and social capital*
- *improving mental and physical health*
- *reducing avoidable injuries.’⁹*

⁷ Statutory guidance Relationships Education, Relationships and Sex Education (RSE) and Health education.(2020) p.37

⁸ [Healthy Schools Rating Scheme](#) - guidance for schools July 2019. p.5

⁹ [Promoting healthy weight in children, young people and families](#): a resource to support Local Authorities (2018) Public Health England. p.67

The guidance highlights ‘opportunities for action’ to support healthy weight, including ‘Focus on converting short car trips to active travel and public transport’.

Physical activity guidelines 2020: UK Chief Medical Officers Report (Department of Health and Social Care)

This guidance highlights that children and young people (5 to 18 years) should engage in moderate-to-vigorous intensity physical activity for an average of at least 60 minutes per day across the week. *‘This can include all forms of activity such as physical education, active travel, after-school activities, play and sports.’*¹⁰

Children and young people should aim to minimise the amount of time spent being sedentary, and when physically possible should break up long periods of not moving with at least light physical activity. These guidelines specifically list *‘Bike, walk and active travel’* as ways that we can help children and young people accumulate an average of at least 60 minutes of physical activity per day across the week.

The journey to school is a way that parents can build short bursts of physical activity into their day. The guidance for adults (19 to 64 years) states: *‘For good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Adults should aim to minimise the amount of time spent being sedentary, and when physically possible should break up long periods of inactivity with at least light physical activity.’*¹¹

2.2.4 Safety

Road Safety Statement 2019: A Lifetime of Road Safety Moving Britain Ahead

This statement highlights that *‘what we learn, what we are exposed to and how we behave at a young age can remain with us all our lives; and bad habits and bad road behaviour once formed are hard to correct. Our goal as a nation should be to prevent these habits forming in our young people in the first place, by education, training and demonstrating what we think are the appropriate messages and behaviours through a lifelong learning approach to road safety for everyone.’*

It goes on to state that *‘Enabling children to walk or cycle to school in a safe and healthy environment is good for their health, good for the environment, good for air quality and good for social inclusion. As stated in the Cycling and Walking Safety Review, by 2040 the Government aims to have a world where a 12-year-old can cycle and walk safely on our streets; this Statement further reinforces that commitment. But that in turn underlines the need to create both the right infrastructure and the right culture of road safety.’*

Rutland’s school travel programme encompasses road safety education and aims to support our children from a very early age to understand how to behave safely on and around roads. As well as the audit of infrastructure undertaken in the development of this strategy, we are also undertaking detailed assessments of routes to school to inform the creation of appropriate infrastructure to make the government’s 2040 aim for 12-year-olds a reality for Rutland.

¹⁰ [UK Chief Medical Officers' Physical Activity Guidelines](#) p.24

¹¹ [UK Chief Medical Officers' Physical Activity Guidelines](#) p.33

2.3 Links to Local Policy

2.3.1 Transport

Modeshift STARS

Modeshift STARS is both an online travel planning tool and national accreditation scheme funded and supported by the DfT. Schools are rewarded for promoting and facilitating safe and active travel.



Rutland STARS was launched in January 2021, and dedicated support to get accredited was offered to all schools across the spring and summer terms. A level of STARS accreditation means schools have a 'travel plan', which is a requirement for planning permission, as well as contributing to congestion relief / reduction on the roads around schools making roads safer for pedestrians and cyclists. It also contributes to Healthy Schools accreditation and Eco-Schools awards.

Local Transport Plan 4 - Moving Rutland Forward 2019-2036

The vision set out in Rutland's LTP4 is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth
- meet the needs of our most vulnerable residents.
- support a high level of health and wellbeing (including combating rural isolation)

The five themes of Moving Rutland Forward are:

Population growth:	Working in Rutland:	Learning in Rutland:	Living in Rutland:	Visiting and enjoying Rutland:
planning and meeting the needs of a growing Rutland	meeting the needs of new and existing Rutland businesses, their customers, and their workforce	helping our residents reach their full potential	helping Rutland residents to access essential services and supporting health and wellbeing	helping tourists, visitors, and residents to access and enjoy Rutland's towns, villages and countryside

While this SMOtS and its action plan are key to the third LTP4 theme, 'learning in Rutland', by enabling and supporting access to education and training; its outcomes will also contribute to all themes and realisation of the wider vision.

By providing the facilities and skills required to support active travel we will reduce the number of cars on the school run and increase the number of active journeys.

By reducing the number of cars on the school run we are creating space on the network for a growing population, tourists, visitors, and journeys for work; as well as helping to maintain the level of good air quality that Rutland currently has.

By increasing the number of active journeys, we are directly supporting the physical health and mental and emotional wellbeing of pupils not only now but also into adulthood.

Post 16 transport policy statement 2023-24

A subsidised bus fare is currently available for post 16 journeys for education to encourage participation and prevent transport being a barrier to young learners.

Students are currently eligible for transport assistance if they fulfil the following criteria:

- They are a Rutland resident.
- They are 16, 17 or 18 prior to the September the application is being made.
- The college providing the course is not more than 8 miles outside the Rutland County boundary.
- The course desired is not available at a college closer to home.
- They live more than three miles away from college.

“Almost half of all primary school children, and almost a quarter of secondary school children, are driven to school”
Gear Change: a bold vision for walking and cycling (DfT 2021 p.18)

Home to school travel and transport policy

In some cases, the Council has a legal obligation to provide suitable free school transport. Free home to school transport is provided for pupils who meet all the following criteria:

- Live in Rutland
- Are of compulsory school age (5 to 16 years), but extended in Rutland to include 4-year-olds.
- Attend their qualifying primary or secondary school.
- Live over 2 miles from school if below the age of 8, and over 3 miles away from school if aged between 8 and 16 (statutory walking distances)

If they do not qualify for free school travel based on the criteria above, they may be able to pay for a place on school transport if spaces are available. When we allocate any spaces, children and young people who live in Rutland and siblings of entitled students will be given priority. Any spaces left will then be allocated on 'first come, first served' basis.

SEN School Transport Policy 2017

Travel assistance is provided for children with a statement of SEN who attend a special school or unit which has been designated by the Local Authority as the nearest appropriate school that meets the needs of the child and where the distance between home and school is more than 2 miles.

Travel assistance is provided for pupils aged 8-16 years with a statement of SEN who attend a special school or unit which has been designated by the Local Authority as the nearest appropriate school that meets the needs of the child and where the distance between home and school is more than 3 miles.

The needs of pupils are reviewed at least once per year, and transport provision- including transport assistants, modes, and routes, amended accordingly.

2.3.2 Public Health

Rutland Health & Wellbeing Board Joint Health & Wellbeing Strategy 2022-27.

The 2022 strategy set out six priorities for improving health and wellbeing in Rutland. Most relevant to the outcomes of this Sustainable Modes of travel strategy are:

- Priority 1 - The Best Start for Life
- Priority 3 - Healthy ageing and living well with long term conditions.
- Priority 4 - Ensuring equitable access to services for all Rutland residents.

The goal for priority 3 is around coordinated support; enabling people to stay independent for as long as possible. People have a key role to play in their own care, monitoring and managing their conditions.

The goal for priority 4 is around understanding and taking steps to ameliorate some of the inequalities that are faced in Rutland in the ability to access services. The rurality of Rutland and its transport issues are a major component in addressing access challenges.

The Health and Wellbeing Board Annual Report 2022 - 23 includes progress of the first year of the Joint Health and Wellbeing Strategy 2022 - 27.

Rutland Joint Strategic Needs Assessment 2022 - 25

The Joint Strategic Needs Assessment (JSNA) is a process which looks at the current and future health and wellbeing needs of the population and underpins local planning for health and care services.

Chapters developed so far in the rolling process include Demography & Growth and Health Inequalities. Both chapters demonstrate how although Rutland has low levels of deprivation, when focusing on 'Barriers to housing and services', some of the small areas of Rutland perform in the worst 10% of the country¹².

¹² Rutland Joint Strategic Needs Assessment 2022 - 25

Public Health Outcomes Framework (PHOF)

The school travel programme contributes to improvements in several indicators in the PHOF:

- C09a and C09b - Reception and Year 6 prevalence of overweight (including obesity). Currently 20.3% and 30.2% respectively for Rutland (2021/22).
- C10 - Percentage of physically active children and young people. No local data currently available.
- B10 – Killed and seriously injured (KSI) casualties on England’s roads. Currently a rate of 53.1 per 1 billion vehicle miles.
- The programme also has the potential to improve many adult related indicators by enabling behaviour change in early life to be sustained into adulthood.

2.3.3 Sustainability

Air Quality (Rutland County Council Air Quality Annual Status Report 2020)

Although the Council does not have a formal AQAP because air quality in the county does not exceed any legal limits, they do have five measures in place to mitigate emissions. These are at various stages of completion, and include: policy guidance, transport planning, public information campaigns, and car/lift share schemes.

The 2020 Report analysed data from 11 diffusion tubes set around the county. There was a small variation in the amount of NO₂ detected, with the trend downwards except at two locations in Oakham Town centre (Uppingham Road and High Street). The Report signals the possibility of an anti-idling campaign at key locations within the county, which would work well with the work schools are doing as part of the STARS project to reduce emissions close to school sites.

The school travel programme and this strategy are integral to transport planning measures and link to and support public information campaigns.

Chapter 3: Travel and transport needs of children and young people

3.1 Rutland’s Schools

There are twenty mainstream schools in the County of Rutland with a mix of academy and non-academy. Three secondary schools, seventeen primary schools, three SEN schools, and three independent schools.

As of June 2021, there were 2874 primary pupils, 2956 secondary pupils, 128 pupils attending SEN schools and 2014 pupils attending independent schools.¹³

¹³ <https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics>

3.2 Rutland Pupils School Travel Needs

Increasing the numbers of pupils and parents travelling in more active ways to school requires an assessment of current travel patterns and travel needs so that appropriate schemes are implemented, and promotions are correctly and efficiently targeted. This assessment has been carried out utilising data from a variety of sources, including school level (via STARS) and County level data sources.

Research and sources of information that have been used to inform this strategy are summarised in the table below.

Type of data	Source
Mode of travel to school surveys of pupils and staff	Hands up surveys in class; uploaded to Modeshift STARS. 2021 data.
Preferred mode of travel to school	As above. 2021 data.
<p>Barriers to active travel – from the school’s perspective</p> <p>(Green font denotes schools with Green level STARS accreditation; bronze font denotes schools with a Bronze level STARS accreditation).</p> <p>* School completed a pupil MoT survey</p>	<p>Travel and transport infrastructure surveys; uploaded to STARS. Anecdotal conversations about barriers to active school travel with school staff. Head teachers surveys; uploaded to STARS.</p> <p>Catmose Primary* Cottesmore Academy* Empingham CE Primary English Martyrs Catholic Voluntary Academy* Exton & Greetham C of E Primary* Ketton C of E Primary Langham C of E Primary* Oakham C of E Primary* Ryhall CE Academy* St Nicholas C of E Primary* Uppingham C of E Primary* Uppingham Community College</p>
Barriers to active travel – from the parents perspective	<p>Four STARS engaged schools’ parents online travel surveys. (240 parents responded in total across the four schools)</p> <p>Catmose Primary Exton & Greetham C of E Primary Ketton C of E Primary St Nicholas C of E Primary</p>

	<p>Parents online travel survey via the Council circulated link. This captured opinions from parents whose pupils attend schools as yet unengaged in STARS. (91 parents responding with children attending six schools): Brooke Hill Academy English Martyrs Catholic Voluntary Academy Whissendine Church of England School Casterton College (secondary) Catmose College (secondary) Oakham School (Independent)</p>
Distance from school	Rutland County Council Education Department provided the percentages of pupils who live within 1, 2 and 3 miles of their schools.

3.3 Mode of travel to school

Mode of travel and preferred mode of travel data is derived from hands up surveys in schools. Class teachers ask pupils two questions: How did you travel to school today? And how would you prefer to travel to school?

The response rate for each school must be over 90% of pupils responding for the data to be considered valid on the Modeshift STARS system and thereby contribute to accreditation.

	Usual mode of travel to school <i>(Based on HuS from 9 Primary Schools, 2021)</i>	Preferred mode of travel to school
Walk	404 (34%)	279 (24%)
Scoot	51 (4.3%)	170 (14.6%)
Cycle	42 (4%)	349 (30%)
Park and stride	27 (2.3%)	27 (2.3%)
Car	580 (49%)	189 (16.2%)
School Bus	59 (5%)	67 (5.8%)
Public Bus	0 (0%)	16 (1.4%)
Car Share	18 (1.5%)	39 (3.4%)

Rutland's' children are keen to cycle and scoot more on their journeys to school, with 26% more children saying that they would prefer to cycle than cycle (10%), and 10% more children saying that would prefer to scoot to school than physically do so (24%).

There was a 10% differential between those who walk to school (34%) and those who would prefer to walk (24%). However, if we considered all active modes (walk, scoot and cycle), 42% travel by these modes for the journey to school but 69% would prefer to. Potentially 27% of children would like to travel by active modes to school but currently do not. In line with this, there is a large (33%) differential between the percentage of those who travel by car (49%) and those who would prefer to travel by car (16%).

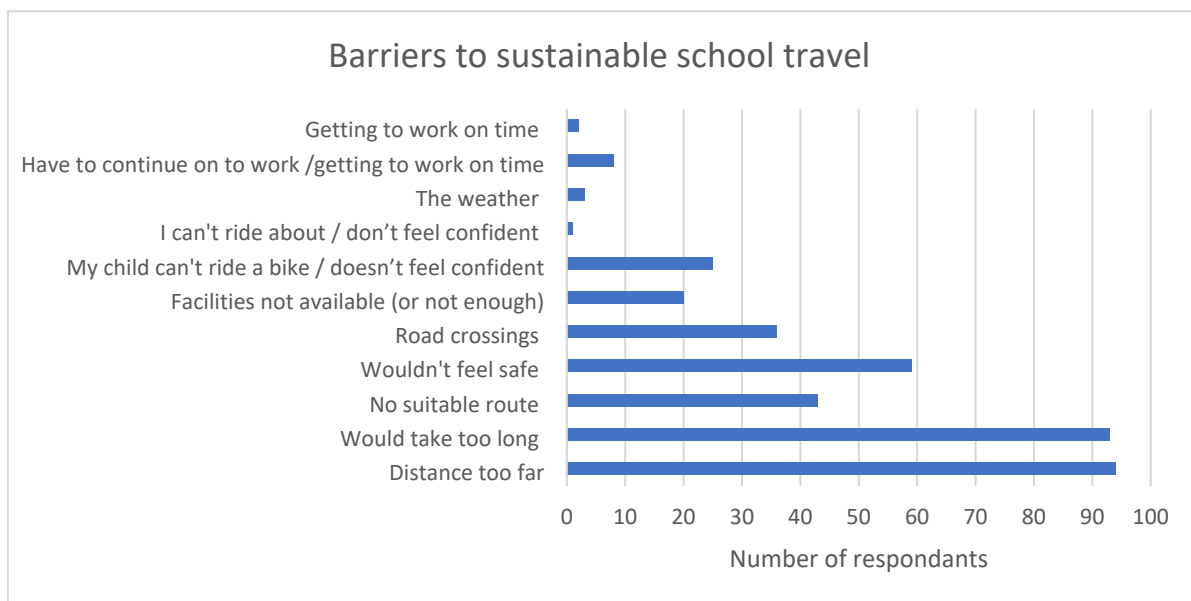
The desire of children to move away from car use for the school journey is positive. Actions laid out in this strategy and in the LTP4 will support facilitation of this shift.

3.4 Barriers to active travel for journeys to school

Travel and transport issues and barriers to more active travel for school journeys have been collected via the STARS online system and surveys with head teachers and parents. We wanted to find out what would make parents, pupils and teachers more likely to choose active forms of travel to school. We will use this information to guide the need for engineering works and installation of infrastructure that will improve pedestrian and cyclist access to our schools.

330 parents responded to our parent school travel survey. The following graphs summarise all responses. Results / responses from individual schools will be used to inform any work carried out at that school.

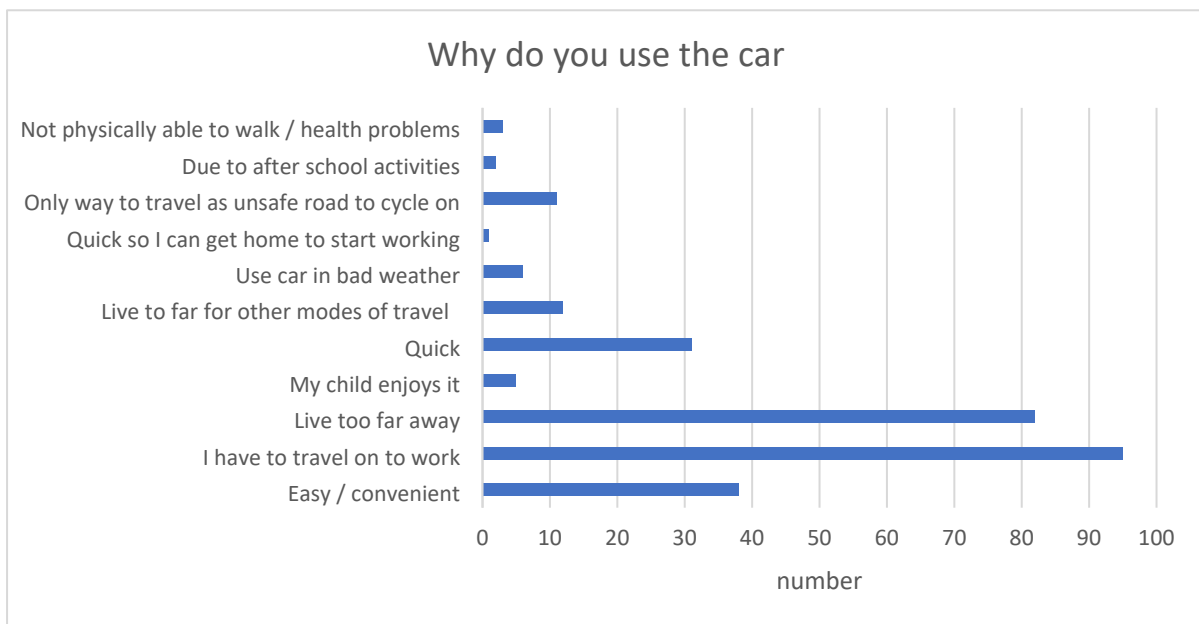
Parents were asked ‘If you would like to travel more actively/sustainably, what barriers do you face which may make this harder to do?’ 200 parents responded to this question, which implies that 61% of parents who responded to the survey would like to travel in more active and sustainable ways.



The two most cited barriers were related to distance and time. 47% of parents responding stated that the distance was too far and 46.5% stated that it would take too long if they used sustainable modes. A further 5% of parents raised work and the need to either travel on to work from school drop off or ‘getting to work on time’ being an issue.

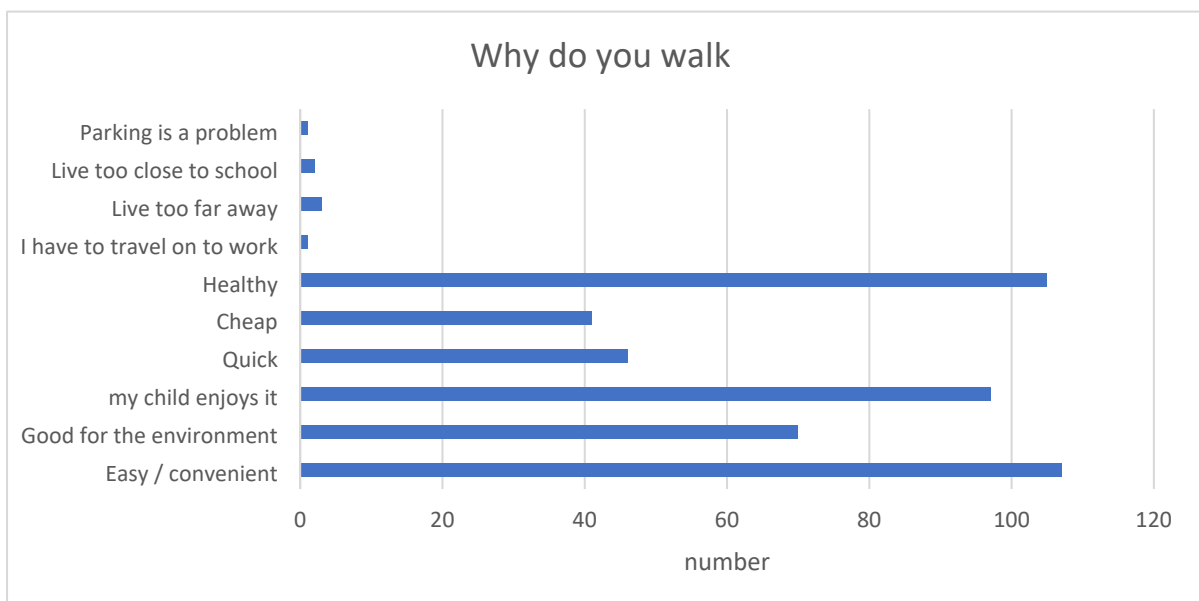
There are also concerns about safety (29.5%) and the suitability of routes to schools across the County (21.5%). 18% of parents responding highlighted the absence of crossings as an issue and a further 10% of respondents pointed out a lack of facilities.

When looking at the reasons for driving their children to school, having to travel on to work (33%) and living too far away to use other / more active means (28%) dominate. The next most popular reason selected for driving was convenience (13%).



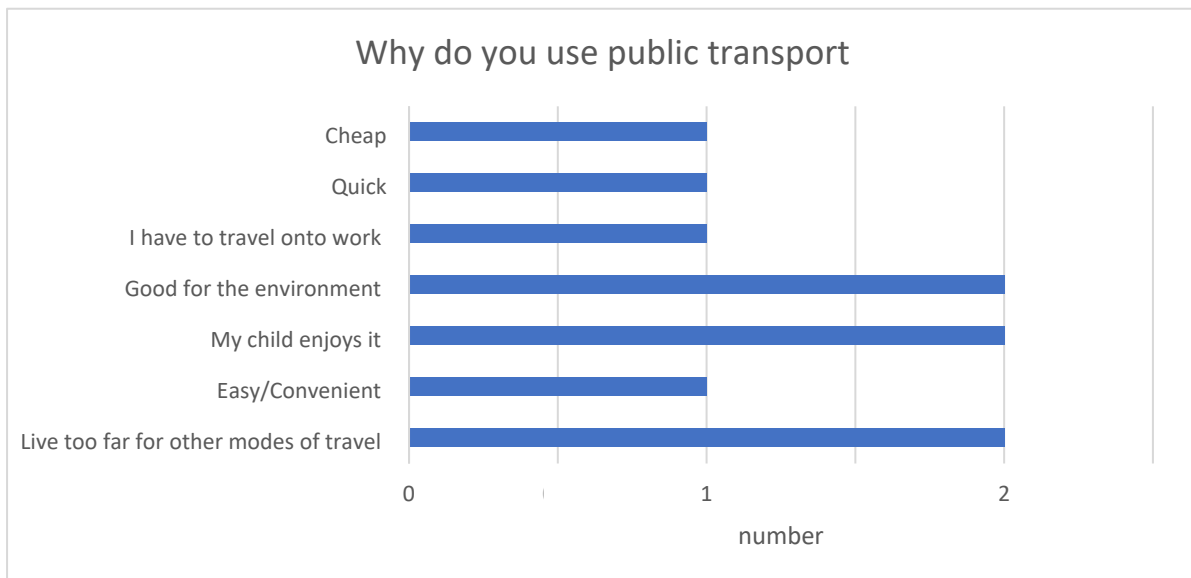
Parents who walked to school told us that they choose that mode of travel because it is 'healthy' (33%), and easy / convenient (34%). 30% of parents also said their child/ren enjoyed walking to school.

22% of respondents cited the environment as a reason for walking, 14% said they walked because it was 'quick' and 13% because it is economical. These results back up behaviour change science findings which highlight that health and children's needs / happiness are the most effective promotional messages.



As bus use is very low in Rutland for Primary school pupils, only a small number of parents responded in relation to the question as to why they used public transport, but

there were indications in additional comments that this may be a route to be investigated for some schools (particularly secondary establishments) as a solution to assist parents and allow pupils traveling from further away to make the journey without relying on cars.



Other comments collected referred to concerns regarding vehicular speed along routes near to schools and the safety implications of large numbers of vehicles moving about and parking outside schools was raised. Campaign work and schemes, such as 'park and stride', maybe appropriate at some schools to help reduce congestion and improve safety in the immediate school vicinity. Specific comments and issues raised by parents can be found in the appendices (appendix 3).

3.5 Perception of safety

The main additional comments around safety in the surveys referred to the situation outside the school gates. Congestion (11%), poor parking (16%), and speed (16%) were among their main concerns.

Other safety issues focused on the lack of appropriate infrastructure, with 32% of additional comments mentioning improvements in pavements (routes currently very narrow or missing pathways) and the need for cycle routes to create safer passage for those on bicycles.

Amongst the comments there was often inference that parents perceived car travel to be safer than other modes. This is not necessarily accurate when one considers the "Killed and seriously injured (KSI) data for the area, and the fact that air pollution is often higher inside cars. There could be an opportunity for behaviour change work to encourage more parents to reconsider their use of cars to the school gate.

During the **Future Rutland Conversation**, children, young people and adults across the county were asked their views on living in the county. One question related to perceptions of safety (which related to all aspects of feeling safe and not just road safety). 20% of under 10s and 19% of 11–16-year-olds answered with a neutral or negative feeling towards safety in the county (giving values of 1-6, where 1 is very unsafe and 10 is very safe). 16.5% of adults responding suggested that safety was a concern.

Lester and Howard's¹⁴ 2019 health needs assessment analysed 1,646 survey responses from year 6, 7 and 8 pupils (attending 49 schools across Rutland and Leicestershire). Survey participants were asked to estimate the total number of road accidents they thought had occurred across Leicestershire and Rutland for all school journeys over the last year, and how safe they felt travelling, for each mode.

Respondents reported feeling safest if they travelled by car to school (78% felt very safe). This compared to walking where they felt least safe (59% felt very safe). However, when asked how safe they would feel travelling by alternative modes that they don't currently use, only 19% felt cycling would be very safe, and 23% would feel very safe walking (although higher for boys compared to girls for both modes). The perceived safety of travelling by car to school remained high (78% very safe).

Pupils believed greater numbers of serious accidents occur from active school travel than police report, particularly overestimating cycling accidents. Focus groups with 13 teachers, 48 students and 21 parents identified active travel barriers including distance, weather, attitudes, car speed, congestion, safety, and time. They concluded that active school travel promotion should include safety perception messages.

3.6 Child casualties

Rutland total collisions have gone down from 89 to 41 across the period 2014 to 2021; and KSI's have reduced also from 24 (2014) to 16 (2021)¹⁵ In terms of children¹⁶ - the last child pedestrian KSI was recorded in 2009. Across the period 2017 to 2021 there were seven child KSI's in total¹⁷. Of these, two were cyclists, both aged 17 (in 2017 and 2021), three were car passengers, and two were motorcyclists (aged 16 and 17).

¹⁴ Louise Lester & Rob Howard; [Associations between perceptions of road safety and active travel for school children and their parents – a health needs assessment 2019](#); *Int.J. Sustainable Society*, vol.11, no.2, 2019, p.99

¹⁵ <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain> (unadjusted statistics)

¹⁶ Defined in this case as under 18's

¹⁷ <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/a6d61589-ab0e-4e85-8978-a7a136c82990>

3.7 Distance of journeys to school

Data from the 2021 school spring census in Rutland suggests that 60% of primary school children and 30% of secondary school pupils, living within 1 mile of their school, could easily travel actively to school. If we compare this to the 42%¹⁸ of primary school children who currently travel by active modes to school, there is considerable scope to reduce car use.

From the Spring 2021 School Census	Primary	Secondary
Percent that live within 1 mile of school	60.0%	30.3%
Percent that live within 2 miles of school	73.8%	42.7%
Percent that live within 3 miles of school	81.2%	47.1%

If cycling is included as an option for secondary school pupils potentially 47% of pupils could travel to school actively.

The county follows national guidelines on acceptable walking distances for school pupils, which are below 2 miles for pupils 8 years and under, and below 3 miles for those aged over 8 years old. According to these guidelines (without considering other factors) almost 74% of primary school pupils and 47% of secondary school pupils are within walking distance of their school. Although we acknowledge that in many cases due to the rurality of the County there may not be appropriate infrastructure to support this yet.

Chapter 4: Sustainable Travel and Transport Infrastructure and Schemes

This section details the facilities and infrastructure, including financial support, that is available to pupils and their families in Rutland for school journeys.

4.1 School Transport

Rutland is committed to providing safe and reliable transport to schools and colleges for those that need it. This is an important aspect of our provision, as it reduces the numbers of cars making journeys at peak times. Using a specific coach, bus or minibus offers a safe, reliable, and cheaper alternative to multiple journeys by car. The environmental impact of using this mode of transport can be great, especially if the chosen bus is using its capacity. It also provides pupils with an opportunity to learn how to use public transport and to take responsibility for timekeeping and self-reliance.

The Authority provides school buses for nine schools in the area -

- Exton & Greetham C of E Primary School
- Langham C of E Primary School

¹⁸ Based on hands up MoT data from 9 primary schools. Active travel defined as walking, scooting or cycling.

- Leighfield Academy
- Uppingham Community College
- Casterton College
- Ryhall C of E Primary School
- Uppingham Community College
- St Mary & St John C.E.V.A Primary School (North Luffenham)
- Catmose College

Many of the schools are also serviced by local public services with bus stops close to most schools in the region.

Free home to school transport is provided for pupils who meet all the following criteria:

- Live in Rutland
- Are of compulsory school age (5 to 16 years), but extended in Rutland to include 4-year-olds in full time education.
- Attend their qualifying primary or secondary school.
- Live over 2 miles from school if below the age of 8, and over 3 miles from school if aged between 8 and 16.

Pupils with Special Educational Needs have additional provision where this is assessed as a requirement by caseworkers and social workers and can range from public bus passes through to private lone taxis dependant on individual need.

Where the authority agrees to provide travel assistance, it will make the most cost effective and sustainable arrangements. Where possible this will be on a local bus or train service, or a bus, coach or minibus arranged by the authority. In certain circumstances, parents may have the option to take their own child to school and a personal travel budget will be provided to meet their expenses. If no other transport options are available, the authority will arrange for a taxi, which may be shared with other pupils.

4.2 Post 16 Transport

Subsidised travel provision is currently available for post 16 journeys for education purposes.

Students are currently eligible for transport assistance if they fulfil the following criteria:

- Live in Rutland
- Are 16, 17 or 18 prior to the September the application is being made.
- The college providing the course is not more than 8 miles outside the Rutland county boundary
- The course desired is not available at a college closer to home.
- Live more than three miles away from college.

Applications must be made by a publicised date in July each year.

Some Colleges may agree to provide transport assistance for learners if they are not eligible via Rutland County Council.

4.2 Public Transport

Local transport routes serve several schools within the authority area. These services are public, which allows more flexibility for pupils needing to travel to and from different addresses. This is also an opportunity for pupils to mix more widely with people from local communities and grow independence. Our county is served by a rural bus network – providing access to destinations within and around Rutland.

Rutland has one railway station at Oakham. Services include a rail link to the east coast main line via Peterborough to the east and Leicester to the west.

4.3 Walking in Rutland

Walking is environmentally friendly, cost-effective, and sustainable. Walking has health benefits too, boosting mood and self-esteem. It can make children feel calmer and happier, and improve their concentration, making it easier to focus in school. RCC is keen to encourage and increase the number of young people walking to and from school and college where this is possible.

The county manages a network of over 270 public rights of way stretching for more than 200 miles across the Rutland countryside.

The abundance of Public Rights of Way in the county supports our aim to encourage walking as a healthy leisure pastime as well as a means of transport. Levels of leisure walking are higher in Rutland than seen across the East Midlands, England and our nearest statistical neighbour counties. We are keen to extend this even further and encourage more people to view walking as a utility mode of travel as well as leisure.

The council is also committed to maintaining footpaths, highways and other local amenities to make walking easy and pleasurable. We have a Rights of Way Improvement Plan (ROWIP) in place.

4.4 Cycling in Rutland

We have a substantial joint cycleway / footway network as well as cycle parking provisions in all council owned car parks and key locations in our market towns.

Within Rutland there are good levels of leisure cycling. Indeed, the percentage of Rutland adults cycling for leisure at least once a month is 16.8% compared to 10.4% in the East Midlands and 10% for England.

As with walking, we are keen to extend this engagement with cycling for leisure into a viable choice for journeys for employment and education.

4.5 Cycle storage at schools

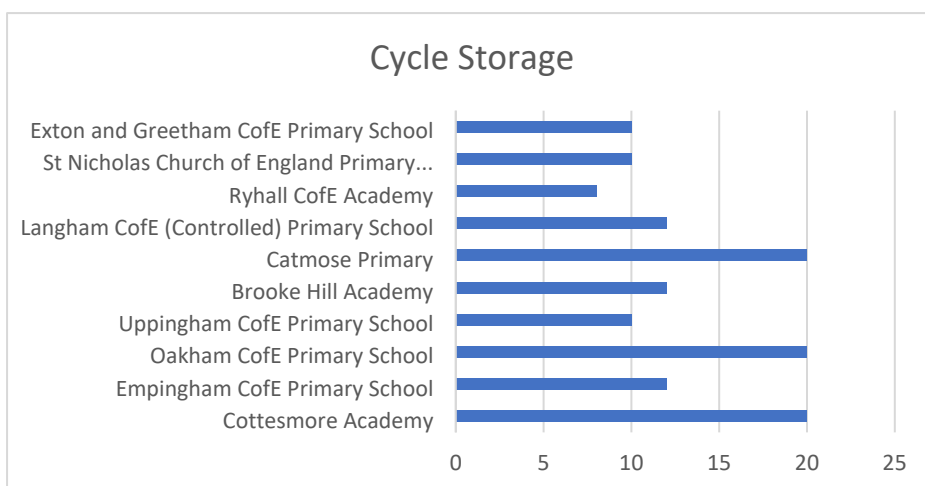
Across eleven surveyed schools (including one secondary – UCC) there were 137 individual cycle parking spaces, which is an average of twelve per school. The total number of students across the eleven schools is 2,690, meaning there is a 5% capacity for storing cycles across the schools.

Of the eleven schools, eight had covered Sheffield stands and the others were uncovered stands. Covered stands have the additional benefit of keeping bikes dry in wet weather and they also protect against sun, birds and other debris (trees etc), which can be a factor in people choosing to cycle and use the facilities.

Only six of the responding schools have lockers for storing clothing and equipment, with the greatest number (369) located at Oakham CE Primary, which allows one locker per student and member of staff. The ability to store equipment, clothing and bags is a key enabler for allowing people to choose to travel more actively, as they do not feel the need to carry this with them for the day and can leave certain items at the school rather than carrying them home. The surveys did not ascertain whether the lockers at the five other schools were allocated according to mode of travel, age or other factors but this would be interesting to discover. In the schools without lockers available, we have not established the reasons for this (space/ budget etc). In addition, only five schools recorded having a shower available, with five of the nine showers situated at UCC. Again, this facility can be key for some when choosing to travel more actively, especially in poor/ hot weather or over longer distances.

See below for a table showing the breakdown per school alongside numbers of pupils and staff.

School	Cycle Storage	Lockers	Showers	Number of pupils	Number of Staff
Cottesmore Academy	20	80	0	165	18
Empingham CofE Primary School	12	15	0	81	19
Oakham CofE Primary School	20	369	0	284	72
Uppingham CofE Primary School	10	0	1	149	32
Brooke Hill Academy	12	210	1	346	48
Catmose Primary	20	0	0	209	23
Langham CofE (Controlled) Primary School	12	171	0	198	27
Ryhall CofE Academy	8	230	1	181	26
St Nicholas Church of England Primary School	10	0	1	127	27
Exton and Greetham CofE Primary School	10	0	0	56	11
Uppingham Community College	3	0	5	894	102



In addition, four of the eleven responding schools reported having some level of scooter storage.¹⁹

Lack of facilities at some schools may be a contributing factor to reluctance to cycle, especially among older children with more items to carry, concern over security and personal hygiene.

4.6 Road Safety

Of the eleven schools responding to the Modeshift STARS Infrastructure survey, six reported having 20mph restriction in the road directly outside of the school. The other five were 30mph.

Three had a pelican crossing near the school entrance, one had a school crossing patrol, and eight schools reported traffic calming measures in the roads within 500m of the school.

Site	Is there any traffic calming within 500m	Provide Details
Cottesmore Academy	Yes	Along one side of our school, by the field, there are speed bumps. On the Army Barracks, there is a 20 miles per hour speed limit
Empingham CofE Primary School	No	
Oakham CofE Primary School	Yes	Speed bumps on Ashwell Road.
Uppingham CofE Primary School	Yes	Speed humps on Queen's Road.
Uppingham Community College	Yes	Humps along the London Road towards town.
Brooke Hill Academy	Yes	Speed humps.

¹⁹ Brooke Hill Academy, Uppingham CofE Primary, Oakham C of E Primary & Cottesmore Academy.

Catmose Primary	Yes	Humps along Brauston Road, which runs behind the school.
Langham CofE (Controlled) Primary School	No	
Ryhall CofE Academy	No	
141452 - St Nicholas Church of England Primary School	Yes	Traffic humps close to the school, which are losing their painted markings.
144847 - Exton and Greetham CofE Primary School	Yes	Zig Zags close to entrance. Cul-de-sac is a natural traffic calming feature.

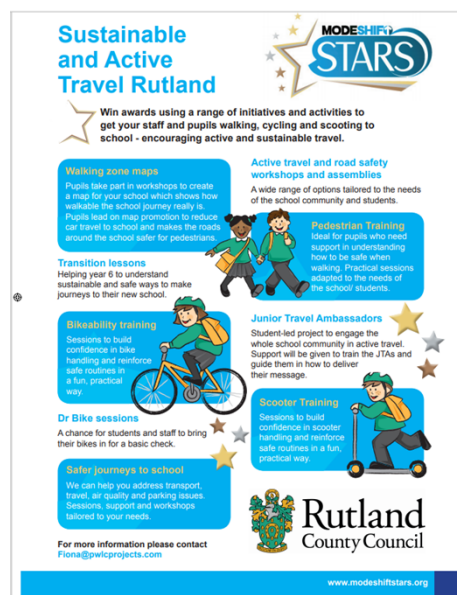
Chapter 5: Education, Training and Promotion for Safe and Sustainable Travel

Rutland directly offers schools a range of safe and active travel training initiatives, and also works alongside partners to promote other local safe and active travel offers.

5.1 Modeshift STARS

Rutland launched STARS for schools in early 2021. This exciting national accreditation scheme inspires and rewards schools for supporting pupils, parents and staff to engage in more active and sustainable travel to school.

To support schools to engage in STARS we offered travel advice, a range of free training activities, workshops and initiatives to all Rutland schools across the spring and summer term 2021. This short-term boost to promote active travel has resulted in a legacy of Rutland active travel resources and half of the counties schools either accredited (with a travel plan) or well on the way to receiving a national level of STARS accreditation.



5.2 Walking

5.2.1 WalkWise

Walkwise is Rutland's pedestrian training scheme aimed at children in Year 2. The programme is designed to improve the children's perception of speed and distance, increase their awareness of sound and sight and help them to discover good road safety practices for themselves.

5.2.2 Pedestrian road safety workshops

During 2021, pedestrian road safety workshops were also offered to year 3 and 4 pupils, as part of the STARS programme, supporting schools in providing appropriate training and guidance beyond the government's suggested curriculum, as well as, helping us realise 'Vision Zero' and the aims set out in the Rutland Road Safety Guide and the Local Transport Plan (Moving Rutland Forward). Similar training can be provided upon request.

5.2.3 Scooter Training

We offer scooter training to Year 3 and 4 pupils. These fun sessions are designed to engage younger children with more active modes of travel while embedding the importance of road safety and understanding risks. Our scooter training covers appropriate clothing and safety equipment for scootering; starting, stopping and making the scooter go where they want under control; where to ride their scooter and how to behave around other footway users; where to cross roads and how to cross roads safely (using the Green Cross Code).



5.2.4 Walking Bubbles

Modeshift STARS 5-Minute Walking Bubble Maps have been distributed to all schools in the county. These maps show a 5-minute walking zone around the school and are designed to encourage pupils and families to leave the car at home. They also support schools to improve congestion and safety outside the school gates by asking parents who need to drive to school to park outside of the 5-minute zone and walk the final part of their journey.

5.2.5 Independent travel training

Independent travel training (ITT) is offered to special educational needs students and adults, and children who are vulnerable and may need extra support to enable them to travel by public transport independently. The ITT scheme aims to help young people by giving them the skills and knowledge they need to become safe and independent travellers.

The scheme has three levels. Students are assessed at the end of each level and will only move onto the next level when everyone concerned in the programme is completely confident they have the skills and confidence to do so.

The objectives of the scheme are:

- To help students stay safe
- To improve students' confidence and self esteem
- To improve their access to further education and training
- To improve access to employment
- To give access to a better social life
- To give students freedom to travel independently

RCC offers travel training to SEN students both individually and as a group activity to encourage and enable them to safely travel independently to school and around the county. For further information regarding our Independent Travel Training officer please contact Transport@Rutland.gov.uk.

5.3 Cycling

5.3.1 Bikeability cycle training

Bikeability – Levels 1, 2 and 3 offered to all schools, with most schools requesting Levels 1 and 2, which are delivered in a combined fashion.

Our dedicated trainers make the sessions fun, engaging and informative, creating an increase in children wanting to cycle more regularly, and ensuring they have the skills to do so safely.

No. of primary schools receiving training			
	2019	2020	2021
Bikeability - no. of schools involved:	15	16	13
Balance training for Reception pupils	12	3	

The table below shows the funding awarded from the DfT / Bikeability Trust to the County to deliver training and the number of children who received training across the period 2017/18 to 2021/22.

Year	Final Total funding awarded from the Bikeability Trust	Total places delivered Level 1&2 combined	Total places delivered Level 3
2017 18	£11,740.00	460	41
2018 19	£15,040.00	368	111
2019 20	£20,360.00	330	96
2020 21	£13,872.00	156	17
2021 22	£12,780.00	219	13

5.3.2 My Bike - Bike Recycling

The council offers a range of other sustainable transport-related initiatives, including an award-winning bike recycling project, which uses discarded bicycles from local collection points and delivers them to the local prison, HMP Stocken. These are then distributed to communities via schools and referrals. This allows families that may have difficulties purchasing bikes for their children or themselves to be able to access them for free.

The council's My Bike project won the 'best partnership' category in the Modeshift National Travel Awards in November 2018.



5.3.3 School Sports and Physical Activity Network Cycling initiatives

The local School Sports and Physical Activity Network (SSPAN) offers a range of cycling initiatives. The Rutland Cycling League welcomes riders of different ages from a range of schools to compete in fun, inclusive competitions with bikes provided to make it more accessible for all.

The SSPAN also promotes active travel through engaging challenges, such as the "Travel to Tokyo" initiative which tied in with the Tokyo Olympics. Individuals record their active times and distances to add to their school's total. This is monitored by the Junior Sports' Ambassadors at each school, who record the running totals and report back to the SSPAN. This challenge spans two half terms, allowing all children to record activities in school sessions (PE and extra-curricular) and also encourages them to add distance by using their journeys to school. This positive, fun and motivational engagement helps children feel empowered to request more physical activity as part of their whole day.

5.4 Road Safety

5.4.1 Road safety education in schools

Road safety education is embedded into all our active travel promotional work with schools and forms the foundation for many of our walking, scooting and cycling promotional activities. The table below demonstrates our commitment to ensuring our children and young people have regular access to age-appropriate safety education.

Hands on training with road safety focus	Reception	years 1-2	years 3-4	years 5-6	KS 3 (12-14)	KS 4 (15-16)	KS 5 (17-18)
Balance bike training							
Scooter training							
Pedestrian & road safety training							
Bikeability cycle training							
Pre driver training*							
Young driver training*							

* Courses offered and delivered by partner organisations and groups, promoted by RCC.

In addition to these hands-on training sessions, we also offer the following road safety activities and resources.

5.4.2 Road safety for Nursery and playgroups

We offer road safety educational resources for younger pupils and the road safety officer can visit playgroups and nurseries on request.

5.4.3 Road Safety Quiz

The annual road safety quiz has been running for 18 years in its current format and is aimed at Year 5 and 6 pupils. In 2022, eight of Rutland's primary schools competed for the coveted trophy by being the first to complete the quiz and have the greatest number of correct responses.

5.4.5 Warning Zone

[Warning Zone](https://warningzone.org.uk/) (https://warningzone.org.uk/) is a Learning Skills Centre based in Leicestershire which offers a range of educational safety workshops for Year 6 pupils. The sessions are interactive and teach a range of skills based around safety, including a session which focuses on road safety. Schools across Rutland have been using this resource since academic year 2015/16. Between 2015 and 2021 20 Primary schools and one independent secondary (Oakham) have made 49 visits. with 1408 pupils receiving safety training and education.

5.4.6 Curriculum-linked activities

We are continuing to develop our resources to help schools embed safe and sustainable travel throughout their curriculum. Our road safety officer and sustainable travel officer are able to provide additional, tailored sessions to cover topics requested by schools – including, Be Bright Be Seen activities for younger age groups, assemblies on sustainable travel and air quality and route-planning activities for secondary pupils.

Chapter 6: Our Strategy / action plan

6.1 Aims, Objectives & Targets

Our vision is:

“To enable as many children and young people as possible to travel for education by sustainable and active modes safely, which contributes to their physical and emotional wellbeing and the quality of the local environment.”

The following key aims have emerged as integral to achieving this vision:

- Reduce the number of car journeys to and from educational establishments
- Supporting residents to reach their full potential by making journeys for education easier and safer (Improve accessibility)
- Contribute to the health and wellbeing of children and young people in Rutland
- Improve the quality of the local environment by reducing pollution and congestion around schools and colleges

To achieve these aims and support our vision, the following objectives have been developed:

1. To **improve walking and cycling routes** and access to schools
2. To **improve cycling facilities** within educational establishments to encourage and enable those who want to cycle.
3. To **promote active travel** and **provide resources and training** that support safer active journeys.
4. To **promote Modeshift STARS** and support all schools to create a travel plan / achieve STARS accreditation.
5. To continue **collaboration with partners**; strengthening links to other plans, policies and delivery agents that contribute to the promotion of active travel.

The Cycling and Walking Infrastructure Strategy (CWIS) outlines the Government’s ambition to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040. One of the aims is to increase the percentage of children aged 5 to 10 years that usually walk to school from 49% in 2014 to 55% in 2025.

Our targets, as outlined below, link with the ambition of the CWIS.

Targets

- All schools to develop a STARS travel plan (Green) or receive bronze level accreditation (July 2024)
- At least two schools to achieve STARS Silver accreditation July 2024.

Modal Shift targets:

- Increase walking, scooting, and cycling journeys from 42% (current) to 55% by 2025
- Decrease car use for primary school journeys from 49% (current) to 44% by 2025

6.2 Action plan – What we will do.

Objective 1

Objective 1 – To improve walking and cycling routes and access to schools
Action
Undertake school route audit work for both pedestrians and cyclists
Development of a Local Cycling and Walking Infrastructure Plan
Moving Rutland Forward consultation results analysed and fed into LTP4 actions
Undertake further transport and travel infrastructure surveys at schools as yet unengaged with STARS
Undertake School Streets feasibility studies at STARS schools

Objective 2

Objective 2 – To improve facilities for active travel within educational establishments to encourage and enable those who want to change to a more sustainable mode
Action
Analyse results of STARS survey work to establish need for cycle facilities including storage at schools
Encouraging schools to provide storage space for buggy's, pushchairs and scooters
Seek funding for installation of Electric Vehicle charging points

Objective 3

Objective 3 – To promote active travel and provide resources and training that support safer active journeys
Action
Deliver Walkwise training
Deliver Pedestrian training
Provide Scooter skills training sessions
Provision of Bikeability training
Provide and promote / support use of Walking bubble maps and parents parking pledge promotion

Objective 4

Objective 4 – To promote Modeshift STARS and support all schools to create a travel plan / achieve STARS accreditation
Action
Rutland Active Travel Newsletter – termly production and distribution to schools, partners and ward members.
Termly assessment of schools progress towards STARS accreditation.
Participate in Modeshift annual National Schools awards.
Undertake in depth pupil surveys at a number of schools to contribute to further developing the assessment of pupils needs and barriers to active travel; as well as contributing to higher levels of accreditation.

Engage secondary and SEN schools in STARS and support them in creating a travel plan.

Objective 5

Objective 5 - To continue collaboration with partners; strengthening links to other plans, policies, and delivery agents that contribute to the promotion of active travel.

Action

Establish comms channel / regular updates between Rutland Council and Active Rutland

Promote Active Rutland's Walking Cycling and Outdoor Festival, including face to face activities and the Rutland Round*

Support the mitigation of emissions via implementation of this action plan and participation in / support air quality public information campaigns where appropriate

**Liaison with Active Rutland before event to establish involvement and scope for providing additional activities (bike marking, adult cycle sessions etc.)*

All actions will be reviewed and reported on in October 2024.

Chapter 7: Conclusion

We will continue to collaborate with schools and interested stakeholders to ensure safe and sustainable access to schools and colleges through the implementation of demand-led infrastructure and supporting schools to gain increasing levels of Modeshift STARS accreditation.

Rutland's SMoTS will be reviewed annually to ensure that it remains current, fit for purpose and aligns with our vision for the county.

Appendices

Appendix 1

Usual MoT data school level

School	Usual Walk	Usual Cycle	Usual Scoot	Usual School Bus	Usual Car Share	Usual Car	Usual Park and Stride
Catmose Primary	78 45.8%	9 5.3%	19 11%	0	0	64 37.6%	0
Langham	35 31.2%	10 8.9%	7 6.2%	11 9.8%	2 1.8%	43 38.4%	4 3.5%
Uppingham Primary	84 57%	4 2.7%	0	0	0	59 40%	0
Ryhall	51 31.7%	1 0.6%	3 1.8%	22 13.6%	0	78 48%	6 3.7%
North Luffenham	17 23.6%	3 4.1%	0	5 7%	5 7%	36 50%	6 8.3%
Exton	5 9.8%	0	0	19 37.2%	1 1%	26 51%	0
The Parks	7 36.8%	0	0	0	2 10.5%	10 52.6%	0
Brooke Hill	20 18%	10 9%	12 10.9%	0	0	62 56.3%	5 4.5%
St Nicholas	26 22.2%	6 5.1%	8 6.8%	0	2 1.7%	66 56.4%	9 7.7%
Oakham Primary	63 31.3%	5 2.5%	7 3.5%	2 1%	5 2.5%	119 59.2%	0
English Martyrs	38 29%	4 3%	7 5.3%	0	1 0.7%	79 60.3%	2 1.5%

Preferred MoT data per school:

School	Preferred Walk	Preferred Cycle	Preferred Scoot	Preferred School Bus	Preferred Car Share	Preferred Car	Preferred Park and Stride
Catmose Primary	99 58.2%	18 10.6%	40 23.5%	0	0	11 6.4%	0
Langham	21 19.2%	40 36.7%	17 15.6%	18 16.5%	0	10 9.2%	4 3.6%
Uppingham Primary	34 24.2%	45 32.1%	22 15.7%	2 1.4%	1 0.7%	33 23.5%	0
Ryhall	28 17.5%	63 39.3%	16 10%	19 11.8%	7 4.4%	12 7.5%	6 3.7%
North Luffenham	9 12.6%	16 22.5%	9 12.6%	15 21.1%	11 15.5%	6 8.5%	6 8.5%
Exton	5	9	6	8	5	10	0

	11.1%	20%	13.3%	17.7%	11.1%	22.2%	
The Parks	0	0	0	0	0	17 89.5%	0
Brooke Hill	18 16.5%	42 38.5%	15 13.7%	2 3.6%	9 8.2%	9 8.2%	5 4.6%
St Nicholas	33 28.7%	39 33.9%	17 14.8%	2 1.7%	2 1.7%	4 3.5%	9 7.8%
Oakham Primary	22 11%	58 29%	38 19%	0	6 3%	68 34%	0
English Martyrs	28 21.3%	61 46.6%	5 3.8%	3 2.3%	7 5.3%	18 13.7%	2 1.5%

Appendix 2

Comments from parents surveys (surveys took place March-July 2021)

If you have any additional comments, concerns, questions, or suggestions about travel to school please provide further details here:
Catmose
More dedicated cycle routes would support this as a safer option for both road and pavement users.
Since our return to school in March we are trying to walk, scoot, park and stride to school once a week.
You could introduce a walking bus for parents who haven't time to walk their children to school.
Bike lanes on the way in to school would help, as would lower speed limits around d school.
Busy Braunston road to cross , cars way too fast need speed cameras
St Nicholas
Yellow lines opposite the school so people can not park their cars there as its unsafe and not great for the cars that travel past !
We definitely have the will to bike to school, but finding the time in my work day isn't always do-able and then the safety, particularly for my youngest on the road (no path) is a concern. I used to cycle with them both in a bike trailer but they are too big for that now. We plan to have a few tries in spring / summer as the weather perks up. Can any safety gear be provided (high vis vests etc) by RCC? I'd also be interested in a short course of parent safety when cycling with children on a road.
A one-way system might be useful and encourage greater use of Main Street for parking.
Concern regarding safety of child cycling to school. I do not think it is appropriate to cycle on pavement and roads too busy first thing. Speed of cars an issue and child yet to do bike wise.
Far too many people drive to school and park in places that are putting the safety of school pupils at risk. Parents park too close to the no parking cones and signage asking them not to park.
Coming from Kendrew Barracks there are no short cuts through farm fields to make it easier and safer to get to school, coming passed the main road through Greetham, Cottesmore do not feel safe the path is too small for people to pass safely.
Exton
We cycle to the bus stop now but only because I feel safe locking his bike up on camp
Ketton
We would love to walk to school, but we don't live in the village so this isn't an option.
Need to sort out the hazardous conditions as children arrive at school. It is not safe for children without constant supervision, as cars block roads and the crossing, and they don't always stop at the crossing. Often cars up on the kerbs, badly parked. I can't send my child to school on her own due to these hazards. Please observe the school entrance and see for yourself.
Council Online Surveys
currently attends Whissendine Primary School and walks to/from school in Sept this year she is start catmose college so bus transport is really best way forward thank you
The traffic needs to be 30 through Burton lazars and a proper cycle lane , path needs to be built. It will be great fir walkers too. A cycle lane like the one along Rutland water.
Can you provide free buses to go to Casterton School (catchment area)? Thank you. We pay lots of taxes in Rutland!
I work part time so some days I return.home after school drop off and other days I go straight to work.
School bus is good option for working parents
The road is unsafe to bike on when its rush hour and school time, there is now a crazy amount of traffic due to diversions
We would love to cycle to Brooke Hill but it is not safe. There needs to be a protected cycle way. Could there be one created from Cricket Lawns behind the houses along Brooke road and down the side of the fields? We would definitely use it and ditch the car. The cars parked in the road down Brooke Road cause

major issues. Is there a way of using the grassy verge opposite to park them and keep the traffic free flowing?
There is no where at school to store a thick winter coat so it's too cold to walk in winter with just a blazer and jumper on. School won't let them wear a winter coat in school. In summer it's too hot to walk home from school as my daughter has to wear the thick long school skirts and they have to wear their blazer in summer and it's too bulky to put in a bag with all their books and pe kit to walk home with.
Many cars have begun to park on pavements on the school route - as I have two children one in a buggy and one on a bike we often have to walk in the road to get around these obstacles and it's not safe - these are often vans and I cannot see around them either it would be great if more awareness for pedestrians was highlighted
If school was open a bit earlier we could walk and I could get to work in time after dropping my child at school
Could do with more cycle racks to encourage more children to cycle
We are constantly hounded by the residents of the village about parking yet there is no support, suggestions or help with where we can park.
schools need to fund bikeability and scooter training and not leave all training to the local authority
Making the path on Burley Road slightly bigger so that cyclists and pedestrians could both use it without any issues
Travelling through Oakham is grim on a bike. Station road and the high street are unsafe. The junction between burley road and ashwell road is lethal and there is no safe way to cross it on foot. Nor is there a safe way to cycle from burley road down to scallywags nursery. We do it by bike but we are not safe.
More bike parking spaces in Oakham and at school
Cycle route through town Reduce traffic
We can get free taxis to school for my son but my daughter is not aloud in the taxi as well so it would help if they could both go in the taxi.
The school has done everything it can to stop parents parking on pavements however nothing it seems is ever informed by RCC or the police. They stand at willow crescent but the problem isn't just there it's on beech Road too.
Would love a school bus to take her to school and back each day ! And would be much better for the environment
The traffic is dreadful and most cars are traveling far to fast.
Cycle paths required urgently !!! Oakham to Whissendine
Situation could change when my children are older but nothing I can change this year

Appendix 3

Modeshift STARS Travel and Transport Audit

Name of school: _____ Date of audit: _____

Cycle Storage:

How many cycle parking spaces does the school have? _____

Are there separate cycle storage spaces for staff and visitors? Y/N (Number _____)

Are they covered sheds? Y/N

How many scooter storage spaces are there? _____ Is there a parent waiting shelter? Y/N

Are there storage lockers for pupils and staff? Y/N (Number _____)

Are there showers available for pupils and staff? Y/N (Number _____)

Are there coach/bus parking facilities? Y/N

(Details - _____)

Are there motorcycle/ scooter parking facilities? Y/N

Details of walking access to site:

Details of cycling access to site:

Details of bus access to site:

Is there rail access close to site? Y/N

Details of road access to site:

Parking:

Number of staff spaces: _____ Number of visitor spaces: _____

Number of parent spaces: _____ Number of accessible spaces: _____

Number of electric vehicle charging points: _____ / EV Spaces: _____

Car club spaces: _____ Car share spaces: _____

Does the school have any fleet vehicles?

Bus (minibus) ____ / Pool bicycles ____ / Pool electric bikes ____ / Other ____

Is the pedestrian access separate to the vehicle access? Y/N

Is the cycle access separate to the vehicle access? Y/N Are the routes into the site well lit? Y/N

Name of road outside main entrance:

Names of other roads surrounding site:

Speed Limits Around School Site (tick those that apply)	20 mph	30 mph	40 mph	50 mph	60 mph
Main Road Outside School Gate					
Other Roads Surrounding School Site					

Are there the following within 500m of school site?	Yes (give details)	No
Pelican Crossing		
Puffin Crossing		
Toucan Crossing		
Zebra Crossing		
School Crossing Patrol		
Pedestrian Refuge		

	Yes (give details)	No
Is there any traffic calming within 500m of the school? (Humps, chicanes etc?)		
Other obstacles within 500m of the school site? (Specify)		
Are there railings outside the main entrance to site?		
Are there dedicated cycle lanes leading to the school?		

	Outstanding	Good	Average	Poor	Inadequate
Quality of the pavements around the school site (within 500m)					

This page is intentionally left blank

Rutland County Council

Alternative Fuels Plan - 2023 - 2030

FOREWORD

The world is facing an existential threat from climate change and immediate action is required to minimise its impact. In 2021 Rutland County Council declared a climate emergency, recognising the need to act quickly to help reduce carbon emissions locally.

Transport is the biggest single source of carbon emissions in the country, significantly contributing to climate change and impacting on the quality of the air we breathe and our health. New legislation introduced in 2019 has banned the sale of new petrol and diesel vehicles from 2030 as part of the country's target to be net carbon zero by 2050.

This plan is focused on what Rutland County Council can do to help lower vehicle emissions within the County. It is based on what we can realistically do within our means and is focused on making best use of the opportunities that are available to us and supporting residents to inform their decisions on adopting carbon neutral means of transport.

A key part of this is about working alongside our community. Whilst the challenges of climate change are significant and complex we can make a difference by changing the way we live our everyday lives. Together we can help ensure Rutland is a County where green travel is made easier.

Introduction

The Future Rutland Vision describes the type of County our residents said they would like to live in now and in the future which includes the following priority:

Rutland will strive to become a carbon neutral county by 2050 – a place where environmental sustainability and responsibility complement rural living.

Rutland County Council has an important role in helping to achieve this and the Council has a key role to play as both an enabler and by becoming a carbon neutral Council, which is a key focus within our corporate strategy.

Central Government set out the UK 2050 Net Zero Strategy in October 2021 <https://www.gov.uk/government/publications/net-zero-strategy> and has subsequently published its Electric Vehicle Infrastructure Strategy <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

Electric vehicles (EVs) have the potential to offer great benefits to residents, businesses and visitors in terms of health, the environment and reduced running costs over the lifetime of the vehicle. Electric vehicles are part of the tool kit for decarbonising transport emissions and are an important component of improving local air quality and reducing premature deaths and health risks associated with exposure to toxic air.

Awareness of the infrastructure that will need to be introduced by a range of stakeholders including local authorities and the private sector is key, whilst creating a forward plan to ensure the Council plays a strong enabling role. Residents and the Council alike need to be forward thinking and resilient to the way our transport systems will have to change, however this is the alternative to what will be a very different world if we continue to depend on fossil fuels.

Rutland County Council (RCC) will incorporate EV uptake and infrastructure into the wider remit of supporting and promoting greener travel alongside:

- [Public transport](#)
- [Cycling \(including E-bikes\)](#)
- [Walking](#)

Need to change

- Over the last 10 years the population in Rutland has increased by 9.7% and is projected to increase by 13% over the next 10 years.
- Although the Council has a focus on the promotion of sustainable transport, the rural nature of the County, means private vehicle use will continue to be the main mode of transport and will count for a significant proportion of travel on county roads.
- Ultimately these factors mean the County will have more vehicles and, subsequently, a greater carbon footprint.
- Currently Rutland has 22 public charging points and is forecast to require 187 by 2030. Therefore more infrastructure is required to support any increase in sustainable transport in the County.

Our focus:

Although this plan has a focus on electric vehicles it does not ignore the broader range of low emission vehicle options which are being developed e.g. hydrogen. These options of transport are not yet sufficiently advanced for the Council to consider as a key role in carbon emissions in the County. Whilst electric vehicle use has increased it remains an emerging technology and therefore we will review the relevance of this strategy and its objectives in line with relevant technological advances and government guidance.

Our Aims

- To reduce carbon admissions in the County by promoting uptake in cleaner, greener and sustainable methods of transport.
- Encourage development of capacity within the commercial sector.
- To utilise any grant funding to further enable commercial charge point operators to expand the Electric charge point offer in the county
- To promote public grants/initiatives locally
- To collaborate with other Local Authorities and adopt a cross-boundary approach to improvements to EV infrastructure
- To engage with organisations such as Midlands Connect and the Energy Savings Trust to increase support and expertise for greener transport initiatives for Rutland

Our Priorities

1. To encourage greater use of EVs and sustainable transport in Rutland through a programme of focused communications.

How we aim to do this:

- To promote any assistance available to support sustainable transport, including Government grants.
- To improve understanding by promoting the benefits of EVs and sustainable transport opportunities.
- To promote the options which are available in the County to increase confidence in EV ownership e.g. promotion of EVCPs, workplace charging schemes, Zap home and work schemes etc.
- Clear FAQ around EVs developed e.g. How EVs can be charged
- Engaging our parish Councils on EV

2. To increase infrastructure to accommodate EVs in the County by facilitating a network of carbon neutral EVCPs across the County.

How we aim to do this:

- To explore various funding opportunities to help expand the availability of on and off street EVCPs on Council controlled land including cultural destinations, maintained public highway and public car parks.
- To implement the Local Electric Vehicle Infrastructure (LEVI) project to deliver 30 additional charging points in the County.
- Through planning work with developers to consider the charging infrastructure needs of new sites ensuring guidance reflects and considers adequate EVCP.
- Engage local businesses to promote various opportunities to expand EVCP availability, including supporting the identification of suitable locations.
- Work in partnership with parish councils to introduce charging points, where appropriate, on community land.
- To engage with key tourist destinations in the county to explore opportunities to expand EVCPs.

3. To review Council assets and vehicle fleet and contracts and increase % of EV vehicles available.

How we aim to do this:

- To review the Council vehicle fleet and establish potential for increasing current EV levels, based on sound cost benefit analysis.
- Levelling up bid – Look to electrify our town bus fleets.
- Transport contracts: vehicle usage – encouraging EVCP, Ev – consideration within tendering process where providers sustainable transport weighting.
-

Resource

Adopting an approach which reflects our financial means. This means decisions will be made within our financial priority to live within our means and achieving a balanced budget.

Our focus will be on accessing relevant government grant funding and working in partnership to increase our opportunities to access wider funding that we may not be able to access in isolation.

Grants are available for EV infrastructure schemes. The main 2 sources for local authorities being:

ORCS - <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities>

LEVI - <https://www.gov.uk/guidance/apply-for-local-ev-infrastructure-levi-funding>

Rutland County Council (RCC) is part of the “First Midlands EV Infrastructure Consortium” working with 4 other local authorities and Midlands Connect on a pilot project to increase EV infrastructure across the 5 areas utilising LEVI pilot funding following a successful bid in 2022.

RCC will also claim both capital and capability LEVI funding in 2023/24 for further work on EV infrastructure in the county and will work in partnership with other local authorities to adopt a cross-boundary approach wherever possible.

Plans to invest in EV minibuses and workplace charge points using Levelling up Fund monies are well under way.

RCC are fully committed to bidding for future EV funding to maximize support of additional EV infrastructure in the county.

This page is intentionally left blank

LEVI Fund & Midlands LEVI Pilot

Background

RCC are working as part of the newly formed “First Midlands Electric Vehicle Infrastructure Consortium” along with:

- Lincolnshire County Council
- Herefordshire Council
- Leicestershire County Council
- Stoke-on-Trent City Council.

The group’s joint bid “Midlands Local Electric Vehicle Infrastructure (LEVI) to DfT was successful in Summer 2022, along with 9 other successful bidders out of a total of 42 applications across England.

The joint bid was built on Midlands Connects EV Infrastructure full business case work (Supercharging the Midlands EV strategy).

<https://www.midlandsconnect.uk/publications/supercharging-the-midlands/>

Lincolnshire County Council are the lead Authority taking responsibility for:

- Procurement
- legal support.
- Allocation of grant funding

Feedback from DfT on the strength of the bid included:

- The bid supported equity amongst local authorities with rural mobility challenges.
- It provided scales of economy to provide more private investment for public infrastructure in the “cost of living” crisis.
- Support of connectivity, standardisation and levelling up of EV Infrastructure across the midlands (cross boundary infrastructure planning)
- Reductions in rural emissions.

The bid for pilot funding secured £948k (based on 75% private sector contribution which would bring in £2.8 million worth of private investment) bringing the overall project value to £3.8 million across the five local authorities.

The project aims to install approximately 322 standard and 27 rapid public EV charging sockets in areas where commercial sector public EV charge point roll-out remains very low to-date.

This project is unique as it brings partners, with different geographies, together to tackle different rural challenges on EV uptake /EV infrastructure and will support urban and on street solutions.

The pilot project could encourage charge point operators (CPOs) to support the EV Infrastructure acceleration needed across the Midlands by providing seed funding to make less profitable sites attractive to the commercial sector.

Local Authorities will benefit from the support of Midlands Connect with future planning and performance management in this relatively new area of work. Help to improve customer experience for EV Infrastructure now can be planned for 2030 and beyond.

The project aims to procure a CPO to install and maintain EV points across the 5 LA areas with the grant funding being used to bridge the gap of start-up costs. There will be no on-going costs to RCC for the charge points and no additional top-up funding required along the way. Participation of Local Authorities in the project will be cost neutral other than contribution of staff time.

Overview of Charge point sockets, bid allocation and funding

As part of the LEVI bid, indicative allocation of charge point sockets (for example, one dual headed charge point would be two charge point sockets) were provided as part of a breakdown of 2030

Authority	Total existing public Charge point sockets (Q2 2021)	2030 Total charge point socket forecast requirement	Indicative* allocation of charge point sockets in LEVI pilot bid	Proportional increase in charge point sockets
Rutland	22	187	30	136%

*Charge point sockets numbers will be finalised as part of the negotiation with LA's and appointed Charge point Operator (CPO).

To balance the request from CPOs for flexibility to support commercial viability, and our desire for equitable coverage, our siting portfolio will be categorised ahead of procurement as set out below;

- A minimum number of chargepoints allocated to each LA, based on population size/vehicle parc and land availability.
- Approximately 25% of chargepoints not allocated to an authority, providing the supplier with flexibility to select sites based on demand and costs.
- A minority of locations categorised as “high priority”, due to the strategic importance of the location, resident requests, or to ensure equitable provision.
- A long-list of ‘optional’ locations will be provided, all with high on-street parking reliance.

Therefore a minimum of 75% of indicative sockets will be allocated and – 25% flexible approach across the Midlands LEVI pilot partnership (86 chargepoint sockets) as per below:

75% of the total sites from the LA Longlist of potential sites are allocated – high priority sites mutually identified	25% of the total sites are unallocated – supplier flexibility
--	---

Project timeline

December 2022 – February 2023

In December 2022 the First Midlands EV Infrastructure Consortium agreed a re-assessment of the site selections from the original bid, with specialist support from the external consultants, WSP, appointed by MC to support the project.

Local Authorities were asked to:

- Review the lists of sites to provide insights into local area that the EV tool may not take into account – ASB, on street issues (parking on the kerb), parking restrictions, trees, shopping areas, footpath widths, streetlighting positions etc
- To prioritise sites to help provide a number of high priority sites and lower priority sites
- Assess if there were opportunities for sites for the future once capacity for additional sites is available, as back up suggestions or to be re-visited in LEVI tranche 1 or 2 LEVI funding.

Transport, parking and highways teams worked on the proposed charge-point sites list identified. Suitable sites were difficult to identify, even on a small scale such as this, due to restrictions such as pavement width, safety concerns, loss of existing parking spaces and potential obstruction issues.

Project progress 2023

January 2023 – to-date

Midlands Connect recruited an EV infrastructure programme manager, to programme manage and support the delivery of the LEVI pilot.

All LTA's approved and signed an MoU to participate in the project.

LTA's suggested potential on-street and off-street sites for inclusion in procurement specification documents.

The consortium meeting fortnightly to update on the project.

Midlands Connect meet individually with each LTA each week for 1-2-1 support.

Soft Market testing took place and outcomes fed into procurement planning.

Programme next steps and outputs

- Procurement via Oxfordshire framework July 2023

Finances

LEVI Pilot - The grant funding has been issued to Lincolnshire County Council as the lead authority. Following successful procurement, the grant will be transferred to the CPO. The LEVI pilot grant funding will not be allocated to RCC's budget.

LEVI – Tranche 1 & 2 Funding

In addition to the LEVI pilot project, further LEVI funding has been announced for which all LA's submitted an expression of interest (EOI) to claim in May 2023. RCC have requested, and have DfT approval, to be placed in tranche 2 which will see funding for projects in 2024/25. This has been requested to enable us to build on lessons learned following the LEVI pilot project implementation and build on any successes identified. The indicative allocation to RCC is £257k capital LEVI funding.

In addition to the capital funding, RCC have requested to claim £280k capability funding available. The funding must be used to employ and/or train staffing resource dedicated to EV workstreams. RCC are working with Lincolnshire County Council to pool capability funding to create a joint EV team with a cross boundary approach to increasing EV infrastructure across the 2 counties. Rutland is geographically too small to attract the interest of EV charge point companies, and so joint working with Lincolnshire County Council will help us to maximise effective use of LEVI funding.

CABINET

12 September 2023

**MEMORANDUM OF UNDERSTANDING - DEPARTMENT FOR
EDUCATION SEND CHANGE PROGRAMME**

Report of the Chief Executive

Strategic Aim:	A county for everyone	
Key Decision: No	Forward Plan Reference: FP/250823	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr G Waller, Leader of the Council Cllr A Johnson, Deputy Leader and Portfolio Holder for Resources Cllr T Smith, Portfolio Holder for Children's Services	
Contact Officer(s):	Andrew Merry, Deputy s151 Officer	01572 758152 amerry@rutland.gov.uk
	Angela Wakefield, Strategic Director of Law and Governance (Monitoring Officer)	01572 758220 awakefield@rutland.gov.uk
Ward Councillors	N/A	

DECISION RECOMMENDATIONS

That Cabinet:

- Notes the agreement of the Chief Executive, Leader, Portfolio Holder for Finance and Chief Finance Officer to the acceptance of terms and conditions within the memorandum of understanding for the Special Educational Needs and Disabilities and Alternative Provision Change Programme.

1. PURPOSE OF THE REPORT

- To inform Cabinet of the Change Programme Partnership and associated finances in relation to the national SEND and Alternative Provision reforms.

2. BACKGROUND AND MAIN CONSIDERATIONS

2.1 The Department for Education (DfE) set out its reform plans in the Special Educational Needs and Disabilities and Alternative Provision (SEND and AP) Improvement Plan in March 2023 (appendix A). Measures confirmed in the Improvement Plan include:

- a new leadership level National Professional Qualification for Special Educational Needs Co-ordinators (NPQ for SENCOs), ensuring SENCOs have the training they need to provide the right support to children.
- a new approach to Alternative Provision (AP) which will focus on preparing children to return to mainstream or prepare for adulthood. AP will act as an intervention within mainstream education, as well as high-quality standalone provision, in an approach that meets children's needs earlier and helps prevent escalation.
- a doubling of the number of supported internship places by 2025, from around 2,500 to around 5,000, to help young people make the transition into adulthood.
- developing innovative approaches for short breaks for children, young people and their families, providing crucial respite for families of children with complex needs and to test new services including play, sports, arts and independent living activities, allowing parents time to themselves, while their child enjoys learning new skills.

2.2 Local authorities across the country have been selected by the Department for Education to deliver a ground-breaking new programme to test and refine the SEND and Alternative Provision reforms to services for young people and families. The local authorities will help inform the development of new national standards to improve the consistency of provision across the country. These areas will be known as Change Programme Partnerships.

2.3 Each area will also bring together education and health services, as well as parents and families to develop an inclusion plan that sets out how they will deliver local services in a co-ordinated way. This addresses feedback from families that the current system is often fragmented with agencies not working together.

3. CHANGE PROGRAMME PARTNERSHIPS

3.1 Rutland have been confirmed as a joint lead for the East Midlands Change Programme Partnership (CPP) alongside Leicester City and Leicestershire.

3.2 The CPP will be testing the key system-level reforms set out in the SEND & AP Improvement Plan that we expect will deliver the system and culture changes needed to improve outcomes and experiences for children and young people with SEND or in AP and their families. This is backed by £5.8m grant funding for each region.

3.3 Importantly, Rutland County Council will act as the 'banker' for the East Midlands CPP and therefore will hold the full grant monies and distribute as required. This will be informed by the CPP Strategic Plan which will be drawn up in the set up phase of the programme. The set up phase is due to begin in September 2023 with

a national launch date on 19 September 2023.

- 3.4 As the lead finance LA within the CPP, Rutland is required to sign a memorandum of understanding accepting the grant terms and conditions. This was received from the Department for Education on Friday 18 August with a requirement to sign and return to them by 1 September.

4. MEMORANDUM OF UNDERSTANDING

- 4.1 The purpose of the MOU is to formalise the working relationship and expectations relating to the payments of grants for the SEND and AP Change Programme between DfE and CPP Lead LAs.

- 4.2 The grant is paid based on the understanding that the funding be used solely for the purposes of the SEND and AP Change Programme and The Secretary of State will require a declaration of unspent funds by the Recipient to enable DfE to adjust future payments, in line with the agreed payment profile and collect accurate information on the actual cost of the on implementing policy reforms and system change.

- 4.3 The MOU also sets out the expectations of the Lead Local Authority (LA) role (or all LAs in the jointly led CPP model):

- To test and refine the package of reforms in their local area as set out in Policy Guidance which will be shared with LAs. This includes ensuring consistent testing across the CPP according to the Policy Guidance provided by DfE.
- To provide leadership across the Change Programme Partnership (CPP)
- To drive change and share practice
- To manage and disburse funding across the CPP and ensure that funding is used for the purpose of the programme.
- To monitor progress and delivery

5. CONSULTATION

- 5.1 The Chief Executive and Strategic Director for Children and Families consulted with the relevant portfolio holders on 22 August, and verbal consent was given by all authorising the Chief Executive and Chief Finance Officer to agree and sign the memorandum of understanding.

6. ALTERNATIVE OPTIONS

- 6.1 The only alternative option would have been to miss the deadline for signing the memorandum of understanding, putting the whole East Midlands CPP at risk of losing the funding. This was therefore discounted.

7. FINANCIAL IMPLICATIONS

- 7.1 The total value of the grant is £6.3m across the East Midlands CPP over the 2 year programme and will be paid in instalments (including the NHS ELSEC funding¹). In

¹ Early Language Support for Every Child Pathfinder (ELSEC) – Leicester City

the financial year 2023-24 the first payment will be made on signing the MOU with the second payment made once the CPP has produced a Strategic Delivery Plan. The Strategic Plan governs what the money will be spent on which is within the set up phase of the programme as detailed at paragraph 3.3.

7.2 The following tables show the grant breakdown and schedule of payments:

TABLE 1 FUNDING AMOUNTS PER CPP

Activity	Year 1	Year 2	Total
CPP Testing of reforms and Taskforce activities	£1,986,666.67	£3,909,833.33	£5,896,500.00
For ELSEC Pathfinder LA (one LA only)	£251,653.11	£251,653.11	£503,306.22
Total	£2,238,319.78	£4,161,486.44	£6,399,806.22

TABLE 2 – FUNDING PAYMENTS EXPECTED DATES OF PAYMENT

Month	FY23/24	FY24/25
Sep-23	£409,636.08	
Dec-23	£977,255.13	
Feb-24	£851,428.57	
Jun-24		£1,554,930.89
Oct-24		£1,303,277.78
Feb-25		£1,303,277.78
Total	£2,238,319.78	£4,161,486.44

7.3 Payments for 2024-25 will be made contingent on a review of Change Programme delivery and the Recipient’s expenditure statements for the previous financial year.

8. LEGAL AND GOVERNANCE CONSIDERATIONS

8.1 The MOU has no legal status under English Law or any other law and cannot be construed as a contract or grant agreement in the sense of a legally binding agreement between the Secretary of State for Education and Lead LA which is enforceable in the courts.

8.2 In order for the Council to confirm agreement to the MOU as detailed above, the Financial Procedures Rules allow for short notice provisions at 6.6:

“If the Council receives grant funding from Government or other sources, then acceptance of the terms of conditions is the responsibility of Cabinet (where the amount exceeds £1m acceptance will be for Council) unless, in the cases of emergency/short notice, the Council would be at risk of losing funding OR the amount of funding is less than £500k. In these cases, the Chief Executive, Leader/Portfolio Holder for Finance and Chief Finance Officer may agree to the acceptance of terms and conditions but must report back to Cabinet at the next available opportunity.”

8.3 This report is the first opportunity to report to Cabinet on this.

9. CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 9.1 Had the DfE timescales permitted, this would have been taken to Council for acceptance of the grant terms and conditions but since that wasn't possible, we have relied on the short notice provisions in the Financial Procedures Rules to protect the Council's interests and to avoid jeopardising the East Midlands CPP.
- 9.2 It is recommended that Cabinet notes the agreement of the Chief Executive, Leader, Portfolio Holder for Finance and Chief Finance Officer to the acceptance of terms and conditions within the memorandum of understanding for the Special Educational Needs and Disabilities and Alternative Provision Change Programme.

10. BACKGROUND PAPERS

- 10.1 Special Educational Needs and Disabilities (SEND) and Alternative Provision (AP) Improvement Plan <https://www.gov.uk/government/publications/send-and-alternative-provision-improvement-plan>

11. APPENDICES

- 11.1 Exempt Appendix – Memorandum of Understanding Agreement

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank