

**The Uppingham Neighbourhood Plan**  
**Submission Version (June 2023)**  
**CONSULTATION STATEMENT VOLUME TWO**  
**REGULATION 14**

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## 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 17<sup>th</sup> 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

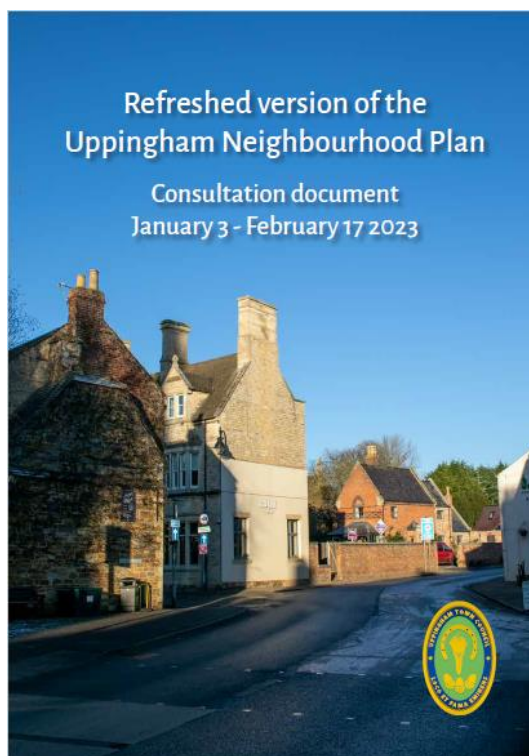
prepared by

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](http://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 <sup>th</sup> January 2016 - 7 <sup>th</sup> December 2022	Details covered in Volume One of the Uppingham Neighbourhood Plan Consultation Statement
7 <sup>th</sup> 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 <sup>rd</sup>

	January 2023 until 17 <sup>th</sup> 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 <sup>rd</sup> January 2023.
19 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> February 2023	The Regulation 14 consultation finished and 150 responses were received from the public, plus 19 substantive responses (primarily from external consultees).
21 <sup>st</sup> March 2023	NPAG working party held to discuss and consider feedback from External Consultees and the general public.
27 <sup>th</sup> 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 3<sup>rd</sup> January 2023 until 4pm on Friday 17<sup>th</sup> February 2023. Alongside the community consultation, an email notification (see below) was sent to over 60 external organisations and individuals on 3<sup>rd</sup> January 2023. A reminder email was sent on 25<sup>th</sup> January 2023 (see below). The list of consultees is given in Appendix 2.

### **Text of Emails sent on Tuesday 3<sup>rd</sup> January 2023 and Wednesday 25<sup>th</sup> 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 3<sup>rd</sup> January 2023 until 5pm on Friday 17<sup>th</sup> 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](mailto: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 21<sup>st</sup> January and Tuesday 24<sup>th</sup> 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 13<sup>th</sup> to 22<sup>nd</sup> January. Thank you in anticipation of your attention on this matter and I look forward to hearing from you by the deadline of Friday 17<sup>th</sup> 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 17<sup>th</sup> 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 <b>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.</b></p> <p>This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.</p>	<b>No action needed</b>



<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. <b>Natural England does not have any specific comments on this Pre-submission neighbourhood plan.</b> 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><b>No action needed</b></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 <b>National Planning Policy Framework (NPPF)</b>, 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 <b>protecting playing fields</b> 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><b>No action needed.</b> 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](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](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 <b>new or improved sports facilities</b> are proposed Sport England recommend you ensure they are fit for purpose and designed in accordance with our design guidance notes. <a href="http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/">http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</a></p> <p>Any <b>new housing</b> 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 <b>any new development</b>, 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: <a href="https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities">https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities</a></p> <p>PPG Health and wellbeing section: <a href="https://www.gov.uk/guidance/health-and-wellbeing">https://www.gov.uk/guidance/health-and-wellbeing</a></p>	
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	<p>Sport England Active Design Guidance: <a href="https://www.sportengland.org/activities/design">https://www.sportengland.org/activities/design</a> (Please note: this response relates to Sport England planning function only. It is not associated with our funding role/grant application/award)</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: <a href="https://www.gov.uk/government/collections/groundwater-protection">https://www.gov.uk/government/collections/groundwater-protection</a></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)  25/1/23 Clive Keble email to Mr Fisher	<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>	<p>See below.</p> <p>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.</p>

	<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"> <li>- Title Open Spaces, <b>Green Spaces</b> and Environment</li> </ul>	<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>
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	<ul style="list-style-type: none"> <li>- 1. Protect and enhance existing open spaces and <b>green spaces</b></li> <li>- Rationale – Open spaces and <b>green spaces</b>.....</li> </ul> <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"> <li>- Proximity to community.</li> <li>- Not extensive.</li> <li>- Demonstrably special (Rec’n).</li> </ul> <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 <a href="http://www.heritagegateway.org.uk">http://www.heritagegateway.org.uk</a></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:- <a href="https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/">https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/</a></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: <a href="http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/LIT_6524_7da381.pdf">http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/LIT_6524_7da381.pdf</a> 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: <a href="https://content.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/heag074-he-and-site-allocation-local-plans.pdf/">https://content.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/heag074-he-and-site-allocation-local-plans.pdf/</a></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><b>Uppingham Neighbourhood Plan Consultation Response Accompanying Notes</b></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><b>1. Long-term strategy</b> – 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><b>2. Further Development?</b> - 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><b>3. Preserving Open Countryside</b> - 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><b>4. Mapping</b> - 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>
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	<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><b>5. Overall housing requirement</b> (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. <b>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.</b></p> <p><b>6. Housing Supply</b> - 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>
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	<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. <b>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?</b></p> <p><b>7. Policy GP1(c)</b> – 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><b>8. Essential Infrastructure</b> - 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, <b>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.</b></p> <p><b>9. What about waste disposal?</b> 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><b>10. Policies H3(c)/H4 and Table 1</b> – 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>
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	<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><b>11. Policy H4</b> – 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><b>12. Policy OH1</b> – 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><b>13. Policy OH5</b> – 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><b>14. Policy OR1</b> – 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><b>15. Policy TR3</b> – 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><b>About National Grid</b> - 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><b>Proposed development sites crossed or in close proximity to National Grid assets:</b> In a review of the above document we have identified the following National Grid assets as falling within the Neighbourhood area:</p> <p><b>Gas Transmission Pipeline, route: TIXOVER TO BLABY</b> 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.  <a href="http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/">http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/</a></p> <p>Please see attached information outlining guidance on development close to National Grid infrastructure.</p> <p><b>Distribution Networks</b> Information regarding the electricity distribution network is available at the website below:  <a href="http://www.energynetworks.org.uk">www.energynetworks.org.uk</a> Information regarding the gas distribution network is available by contacting:  <a href="mailto:plantprotection@cadentgas.com">plantprotection@cadentgas.com</a></p> <p><b>Further Advice</b> 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>
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	<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><b>1. Robinsons/Avant Homes</b> - north of Leicester Road, <b>U-HA3</b>, 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><b>2. Robinsons</b> - Goldcrest, <b>U-HA6</b> 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><b>Section 2: Plan Objectives</b> (page 4) <b>Agreed</b>, 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><b>Comment:</b> 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><b>Section 7. Indicative dwelling requirement.</b> (page 7) <b>Agreed. Comments are as follows.</b></p> <p>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><b>Section 9 The Policies.</b> <b>Policy GP1 - General principles for sustainable development &amp; addressing climate change</b> (page 9) <b>Neutral comment - Amendments suggested.</b> <b>Policy GP1 (a) (viii).</b> 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. <b>Policy GP1 (b)</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><b>Policy GP1 (c)</b> 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><b>Policy H1 - overall housing numbers and densities</b> (page 10)  <b>Agreed. Comments are as follows.</b>  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><b>Policy H4 Proposed site allocations.</b> Page 13  <b>Agreed inclusion of U-HA3 Leicester Road and U-HA6 Goldcrest. Comments.</b>  U-HA3 Leicester Road . Reference is made to 'N &amp; 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><b>Policy U-HA3. Site Allocation for land off Leicester Road North</b> (pages 16/17)  <b>Agreed. Comments are as follows.</b>  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>
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	<p><b>Policy U-HA3 Section (d) . Requirement to transfer ownership to UTC (page 16)</b>  <b>Neutral comment - Amendments suggested to remove last 2 lines of (d).</b>  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><b>Policy U-HA3. Section g- access.</b> Page 16.  Neutral comment - Amendment suggested. Remove (g- access) as it duplicates (c)</p> <p><b>Policy U-HA6 Goldcrest. Site Allocation for land off Goldcrest/Firs Avenue (page 20)</b>  <b>Agreed. Comments are as follows.</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The information may be obtained from Rutland Council's Local Plan archive at <a href="#">ENV1b - Landscape Sensitivity &amp; Capacity Study of Land North &amp; West of Uppingham (June 2017).pdf (rutland.gov.uk)</a></li> </ul> <p><b>Policy OH1: Affordable housing (page 23)</b>  <b>Neutral comment - Amendment suggested.</b></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>
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	<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><b>Policy OH2: Meeting local needs and providing flexibility - Neutral comment - Amendment suggested.</b> 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><b>Introduction and Context</b></p>	

<p>behalf of Marrons</p>	<p><b>1.2</b> 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"> <li>1. The indicative housing figure of a minimum 360 dwellings 2021-2041 determined by Rutland County Council in their November 2021 Cabinet report; and</li> <li>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.</li> </ol> <p><b>1.3</b> 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><b>1.4</b> 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><b>1.5</b> 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 <b>minimum</b> in the UNP...</p> <p><b>Demographic Summary</b></p> <p><b>2.29</b> The key points to note in respect of demographics are as follows:</p> <ul style="list-style-type: none"> <li>• Uppingham’s population has experienced contrasting change between 2011 - 2021</li> <li>• Uppingham’s population has <b>stagnated or declined</b> in age groups younger than 45, and increased in those aged 45 and over;</li> <li>• There has been a noticeable <b>increase</b> 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;</li> <li>• Under-occupancy of family sized housing is <b>higher</b> 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.</li> </ul>	<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>
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	<p><b>2.30</b> 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><b>2.31</b> 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><b>Housing Affordability in Rutland County and Uppingham (Summary)</b></p> <p><b>3.13</b> In summary the key points to note from this section are...5.8 Our analysis shows Rutland County and Uppingham to have <b>acute</b> affordability issues which need addressing. The key points to note are as follows:</p> <ul style="list-style-type: none"> <li>• Housing completions across Rutland County have exceeded the Core Strategy housing target of 150 dwellings per annum over the past 10 years;</li> <li>• However, despite meeting this target, affordability in the County has deteriorated;</li> <li>• Rutland County has the highest median affordability ratio, and the second highest lower quartile affordability ratio, in the East Midlands region;</li> <li>• Uppingham is located in the MSOA with the highest affordability ratio in the County.</li> </ul> <p><b>3.14</b> 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><b>Housing Delivery and Housing Need in Uppingham (Summary)</b></p> <p><b>4.40</b> The key points to note from this section are as follows:</p> <p><b>The emerging Local Plan</b></p> <ul style="list-style-type: none"> <li>• The recent Issues and Options Local Plan considers future a future housing target for Rutland of either 140, 160, or 190 dpa;</li> <li>• The 2020 SHMA which underpins the Issues and Options Plan concluded that need was</li> </ul>	<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>
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	<p>190 dpa in Rutland to meet economic growth;</p> <ul style="list-style-type: none"> <li>• 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></li> <li>• 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.</li> </ul> <p><b>Housing Delivery in Uppingham over the Core Strategy period (2006-2026)</b></p> <ul style="list-style-type: none"> <li>• There have been 216 completions in Uppingham since the start of the Core Strategy Plan period (2006);</li> <li>• Rutland Council’s ‘Five-year Land Supply &amp; 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);</li> <li>• 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.</li> </ul> <p><b>Marrons calculation of Uppingham’s housing need</b></p> <ul style="list-style-type: none"> <li>• Our approach applies Uppingham’s proportion of Rutland County’s population, as recorded by the 2021 Census;</li> <li>• 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%);</li> <li>• We have also included a scenario based on the Core Strategy proportion for Uppingham (14% of Rutland’s requirement);</li> <li>• 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 <b>minimum</b> 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 &amp; Options Plan;</li> <li>• This shows average housing need of 497</li> </ul>	
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	<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"> <li>• A 10% buffer as applied in the Issues and Options Plan increases these average figures to 547, 666, and 684 dwellings 2021-2041;</li> <li>• Incorporating the expected Core Strategy shortfall (33 dwellings 2006-2026) increases the figures further to 580, 699, and 717 dwellings 2021-2041.</li> </ul> <p><b>4.41</b> 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><b>4.42</b> 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><b>4.43</b> 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><b>Conclusions and Way Forward</b></p> <p><b>5.10</b> 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><b>5.11</b> 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><b>5.12</b> 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><b>5.13</b> 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	<p><b>1.</b> Langton Homes (LH) supports the draft Neighbourhood Plan.</p>	<p>This support is welcomed.</p>

Langton Homes	<p><b>2.</b> 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><b>3.</b> 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><b>4.</b> 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"> <li>• Topographical survey</li> <li>• Ground conditions assessment</li> <li>• Archaeological evaluation</li> <li>• Drainage assessment/design</li> <li>• Transport assessment/access design</li> <li>• Arboricultural assessment</li> <li>• Ecological survey</li> </ul> <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><b>Land off Ayston Road, Uppingham (Policy U-HA2)</b> This is a lengthy submission, the full version of which is presented as Appendix 4. The key points are set out below.</p> <p><b>1.4</b> 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><b>1.5</b> 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><b>3.1</b> 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><b>3.2</b> 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><b>3.3</b> 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><b>3.4</b> 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>
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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 <b>553 dwellings</b>, 43 dwellings more than currently identified as the indicative dwelling requirement.</p> <p><b>3.11</b> 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 <b>minimum</b> target.</p> <p><b>3.12</b> 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><b>3.13</b> 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><b>3.14</b> 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><b>3.15</b> 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><b>3.16</b> As we discuss further below, we also note that there is an inconsistency between</p>	
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	<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><b>3.17</b> Policy U-HA2 states that the capacity of the site is 4.19 hectares. This is correct. However it then goes on to state 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><b>3.18</b> 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><b>3.19</b> 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><b>3.20</b> In either scenario, we do not believe that 40 dwellings is an appropriate figure for this site for the reasons outlined.</p> <p><b>Policy H3 (the timings of development)</b></p> <p><b>3.21</b> 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"> <li>• Delays in planning (determination of applications/S106);</li> <li>• The discharge of conditions</li> <li>• The economic climate;</li> <li>• Potential unforeseen constraints on-site;</li> <li>• The expectation that all developers may be on-site at the same time.</li> </ul> <p><b>Policy U-HA2 (Site Allocation: Land off Ayston Road)</b></p> <p><b>3.22</b> 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>
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<p><b>3.23</b> 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><b>3.24</b> 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><b>3.25</b> 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><b>3.26</b> 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><b>Policy OH5 (Design and access standards)</b></p> <p><b>3.27</b> This policy outlines the specific design and accessibility standards that all proposals would be required to adhere to.</p> <p><b>3.28</b> 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><b>3.29</b> 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><b>Policy BE2 (Commercial &amp; community development at junction of A47/Ayston Rd.)</b></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"> <li>• <i>Access arrangements, preferable a single</i></li> </ul>	<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>
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	<p><i>shared road to be agreed with RCC;</i></p> <ul style="list-style-type: none"> <li>• <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></li> <li>• <i>Creation of a satisfactory functional relationship with proposed new housing to south</i></li> </ul> <p><b>3.31</b> 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><b>3.32</b> 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><b>3.33</b> 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><b>Policy OS2 (open space provision within new housing development)</b></p> <p><b>3.34</b> 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><b>3.35</b> 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><b>Policy OR1 (Preferred Locations for Larger Convenience Stores)</b></p> <p><b>3.36</b> We are supportive of this policy.</p> <p><b>Policy CF2 (Investment in New and Improved Community Facilities)</b></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>
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	<p><b>3.37</b> 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><b>Policy GP1. General principles for sustainable development to address climate change</b></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><b>Policy H1 - Overall housing numbers and densities Housing Requirement</b></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><b>Density</b></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>
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	<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><b>Policy H2 – The provision of Infrastructure associated with new housing</b></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><b>Policy H3 – The timing of development</b></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><b>Policy H4 – Proposed Site Allocations</b></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>
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	<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><b>Policy U-HA4 – Uppingham Gate</b></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><b>(U-HA5 – Land off The Beeches/Hazel Close)</b></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. <b><i>The Vision Document has been prepared</i></b> 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>
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	<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><b>BE1 - Employment Land – Uppingham Gate</b></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><b>Closing</b> 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>
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#### 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>
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	<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>	
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Appendix 5: Table 3 – Notes of Uppingham Vanguard Board meeting on 26<sup>th</sup> January 2023 (for information).

<p><b>Notes</b></p>
<p><b>Present:</b> 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><b>Apologies:</b> Edward Baines</p>
<p><b>1.</b> 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).</p>
<p><b>2.</b> 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.</p>
<p><b>3.</b> 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.</p>
<p><b>4.</b> 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</p>

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 20<sup>th</sup> February 2023, by prior agreement).

Reference	Comments	Suggested responses
	<b>General comments</b>	
	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.
<b>2.0</b>	<b>Plan Objectives</b>	
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).
<b>6.0</b>	<b>Summary of planning context</b>	
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> ”
<b>7.0</b>	<b>Indicative dwelling requirement</b>	
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.


	<a href="https://www.rutland.gov.uk/planning-building-control/local-plan/new-local-plan/local-plan-evidence-base/housing-evidence">https://www.rutland.gov.uk/planning-building-control/local-plan/new-local-plan/local-plan-evidence-base/housing-evidence</a>	
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..”
<b>8.0</b>	<b>The Evidence base</b>	
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.”
<b>9.0</b>	<b>Neighbourhood Plan Policies and Community Aspirations</b>	
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
	<b>Neighbourhood Plan Policies</b>	
<b>GP1</b>	<b>General Principles of development and addressing climate change</b>	
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.
<b>H1</b>	<b>Overall Housing Numbers</b>	
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.	
<b>H2</b>	<b>Associated Infrastructure</b>	
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
<b>H3</b>	<b>The timing of development</b>	
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
<b>H4</b>	<b>Proposed new housing sites</b>	
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
<b>U-HA1</b>	<b>Site Allocation: Land in front of Cricket Club, off Leicester Road</b>	
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><b>Highway Comments</b></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 &amp; 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>
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	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.	
<b>U-HA2</b>	<b>Site Allocation: land off Ayston Road</b>	
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><b>Highway Comments</b></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><b>U-HA3</b></p>	<p><b>Site Allocation: Land north of Leicester Road</b></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><b>Highways comments</b></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
<b>U-HA4</b>	<b>Site Allocation: Land at Uppingham Gate</b>	
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><b>Highway Comments</b></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>
<b>U-HA5</b>	<b>Site Allocation: Land East of The Beeches</b>	
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><b>Highways Comments</b></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.
<b>U-HA6</b>	<b>Site Allocation: Land off Goldcrest and Firs Avenue</b>	
<b>U-HA6</b>	Does not refer to affordable housing and should require 30% affordable housing explicitly for consistency <b>Highway Comments</b> 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
	<b>All Sites/Overall Map</b>	
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
<b>OH1</b>	<b>Affordable Housing</b>	
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>
<b>OH2</b>	<b>Local needs and flexible homes</b>	
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.	
<b>OH3</b>	<b>Self-build and custom housebuilding</b>	
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
<b>OH4</b>	<b>Smaller scale infill development</b>	
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
<b>OH5</b>	<b>Design and Access Standards</b>	
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.
<b>C&amp;H2</b>	<b>Other designated heritage assets, including Listed Buildings, Important Open Spaces &amp; Frontages, and archaeological sites.</b>	
(1)	Not necessary to include this in the policy	<b>Disagree.</b> 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
<b>TC1</b>	<b>Primary Retail frontages</b>	
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
<b>OR1</b>	<b>Preferred locations for convenience stores</b>	
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?	
<b>BE1</b>	<b>Uppingham Gate business and retail uses</b>	
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.
<b>BE2</b>	<b>Land at the junction of A47 and Ayston Road</b>	
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
<b>BE3</b>	<b>Land at the junction of A47 and Ayston Road</b>	<b>Error</b> 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
<b>BE4</b>	<b>Welland Vale Business Zone</b>	
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
<b>BE5</b>	<b>IT and Communications</b>	
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	
<b>BE6</b>	<b>Proposed tourism development</b>	
BE6	What about if these are within the countryside?	This comment is already addressed by the final clause of the policy.
<b>TR1</b>	<b>Reducing town centre traffic</b>	
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.
<b>TR2</b>	<b>Active Travel</b>	
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.
<b>TR3</b>	<b>Town Centre Parking</b>	
TR3	Reconfiguring existing parking is not a land use policy	Noted, put in explanation.
<b>TR4</b>	<b>Town Centre Parking</b>	
	A redesign of the bus interchange is a community aspiration not a land use policy	Noted, re-word policy.
<b>CF2</b>	<b>Investment in new and improved community facilities and services</b>	
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)
<b>OS2</b>	<b>Open space provision within new housing developments</b>	
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/welcome, 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 county, 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 5<sup>th</sup> 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 3<sup>rd</sup> 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 payments - 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 townsfolk 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.