

**Rutland Regulation 19 Local Plan –  
Representations by Grangers Land and New Homes Ltd**

**Land between Stockerston Road and Ayston Road, Uppingham**

**2nd December 2024**

**Introduction**

Grangers Land and New Homes Ltd represent the owners of the land shown edged red and coloured purple on the plan contained on **Appendix A**. The owners are collaborating accordingly to bring forward this future development opportunity and discussions are advancing with a major developer, with significant experience in delivering strategic development and associated infrastructure.

The Site has the potential to provide a logical strategic development of the western side of Uppingham and delivering a first phase of a long-awaited western link road for Uppingham. The Site can provide a sustainable development capable of addressing the local housing needs of Rutland and will accord with the key objectives of the National Planning Policy Framework and strategy of the emerging Rutland Local Plan.

This consultation sets out the owners' views in respect of the Rutland Local Plan Regulation 19 Pre-Submission Consultation. This document is currently the subject of consultation and representations are invited until 2<sup>nd</sup> December 2024.

This representation confirms the owners' commitment and ongoing support for the Site and outlines the extent to which this site would conform to, and reinforce, the Council's spatial strategy and wider aspirations to deliver sustainable development.

The Local Plan establishes the Council's long term spatial planning strategy for delivering and managing development and infrastructure, and for environmental protection and enhancement across the emerging plan period (2021-41). Upon adoption the emerging Local Plan will supersede the currently adopted Core Strategy DPD and Site Allocations and Policies DPD.

## **Representations**

### **POLICY H5 – ADAPTABILITY AND ACCESSIBILITY OF ALL NEW DWELLINGS AS DEFINED IN M4(2) CATEGORY ACCESSIBLE AND ADAPTABLE DWELLINGS IN BUILDING REGULATIONS**

#### **QUESTION 1: SUPPORT OR OBJECT:**

Object.

#### **QUESTION 2: DO YOU CONSIDER THE PLAN IS:**

- **LEGALLY COMPLIANT?** Yes.
- **SOUND?** No.
- **COMPLIES WITH THE DUTY TO CO-OPERATE?** Yes.

#### **QUESTION 3: COMMENTS:**

Policy H5 requires all new dwellings to be adaptable and accessible as defined in part M4(2) Category 2 Accessible and Adaptable dwellings of the Building Regulations, unless, by exception only, where M4(2) is impractical and unachievable. The Policy opines that on sites totalling 50 or more dwellings, a minimum of 2% of all dwellings is required to meet part M4(3) of the Building Regulations.

In relation to the requirement the policy clarifies that viability will not be an acceptable reason for failure to provide for M4(2) compliant dwellings, however, the viability of a development impacts whether a site will or will not be delivered.

The Regulation 19 Viability Note (September 2024) produced in respect of the latest drafting updates the position in light of the increased M4(3) requirement and application to smaller sites. It concludes that the change is only a “modest cost” increase, but nonetheless may create viability issues where unknown costs are yet to be realised.

#### **QUESTION 4: PLEASE SET OUT THE MODIFICATION(S) YOU CONSIDER NECESSARY TO MAKE THE JOINT LOCAL PLAN LEGALLY COMPLIANT AND SOUND, IN RESPECT OF ANY LEGAL COMPLIANCE OR SOUNDNESS MATTERS YOU HAVE IDENTIFIED ABOVE:**

Policy H5, as currently worded, restricts otherwise sustainable development where viability impacts conflict with NPPF paragraph 16a and should therefore be revised.

#### **QUESTION 5: ATTACHMENTS**

None.

#### **QUESTION 6: IF YOUR REPRESENTATION IS SEEKING A MODIFICATION TO THE PLAN, DO YOU CONSIDER IT NECESSARY TO PARTICIPATE IN THE EXAMINATION HEARING SESSION(S)?**

The owners do not wish to attend the examination hearing sessions in relation to this policy / matter.

## **POLICY SS1 – SPATIAL STRATEGY FOR NEW DEVELOPMENT**

The Site was the subject of representations made to the Regulation 18 Rutland Local Plan in January 2024. A copy of those representation is set out in **Appendix F**.

The Regulation 18 representations sought to identify the Site together with reservation of a link road corridor in the Regulation 19 Proposed Submission Plan, which is the subject of this consultation. The Regulation 19 Proposed Submission Plan altered the spatial strategy and housing allocations proposed in the Regulation 18 Plan and these representations respond to those changes and object to the omission of the land between Stockerston Road and Leicester Road Uppingham ('the Site') as a Future Opportunity Area in accordance with Policy SS1 and Policy SS4. On this basis it is contended that the Regulation 19 Proposed Submission Plan is not sound.

The Site represents a strategic housing and infrastructure opportunity, to provide between 40-400 new homes and a first phase of a western link road for Uppingham. The Site is considered in more detail below in these representations. A location plan showing the Site is contained in **Appendix A**.

Accordingly, the representations seek the inclusion strategy put forward in the Regulation 19 Proposed Submission Plan is not sound in that:

- A. It is not positively prepared – the spatial strategy does not provide a strategy which, as a minimum, seeks to meet the area's objectively assessed needs;
  - B. Is not justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- and
- C. Is not consistent with national policy – thereby not enabling the delivery of sustainable development in accordance with the policies in this framework and other statements of national planning policy.

There are also a number of other material considerations that have arisen since the Regulation 18 consultation process in considering these representations, which include:

- A. Uppingham Neighbourhood Plan Review – The current Uppingham Neighbourhood Plan was made in January 2016. It is currently under review and presently is the subject of Examination. The inspector adjourned the examination in April 2024 seeking further information on a number of matters and the examination has not yet reconvened;
- and
- B. The introduction by the new Labour Government of the 'New Standard Method' for the calculation of local housing need – for Rutland this means a significant growth in housing requirement target to be brought forward after January 2024 in a new local plan

review, which is scheduled to commence in the spring of 2025 and run in parallel with this current regulation 19 submission version local plan; presently under the current ‘standard method’ Rutland has to deliver 123 dwellings per annum over the plan period (2460 over the 20-year period 2021-2041). The new standard method requires Rutland County Council to deliver 264 dwellings per annum over the next plan period. It is estimated that the next local plan for Rutland County Council will require to make provision for an additional 3,500 to 4,000 new dwellings over that new plan period.

As indicated above, the Regulation 19 Proposed Submission Plan now proposes a policy dealing with large scale developments and new settlements, pursuant to draft Policies SS1 and SS4, which proposes two former airfield sites – St Georges Barracks and Woolfox – as ‘Future Opportunity Areas. The broad essence and reasoned justification for this policy is supported but for the reasons set out below in not considered to be (in its current form) ‘sound’ in that it is:

- I) Not positively prepared;
- II) No effective; and
- III) Not consistent with National Policy.

In terms of national policy, the National Planning Policy Statement (‘NPPF’) (December 2023) provides clear advice on the approach to strategic policies in development plans:

*“21. Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any nonstrategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.*

*22. Strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.*

*23. Broad locations for development should be indicated on a key diagram, and land-use designations and allocations identified on a policies map. Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area (except insofar as these needs can be demonstrated to be met more appropriately through other mechanisms, such as brownfield registers or nonstrategic policies).”*

Draft policy SS1 proposes “d) the reuse and/or redevelopment of land within the defined St George’s Barracks and Woolfox Opportunity Areas will be supported where it accords with

*the requirements of policy SS4 and the principles and requirements of any adopted masterplan, SPD or DPD for the site*". St Georges Barracks is estimated to be able to deliver circa 350-500 dwellings and Woolfox several thousand dwellings, as it is being proposed as a New Town under the new Labour Governments New Towns initiative. No objection is made to the inclusion of those sites in Policy SS1 and SS4.

It is abundantly clear from the reasoned justification to draft Policies SS1 and SS4, respectively, that Rutland County Council recognise and acknowledge, that given the new Local Housing Needs figures discussed above for Rutland, together with the reforms to the NPPF and other changes to the planning system and longer term planning for the delivery of strategic sites to help meet housing need and economic growth in the County that strategic development sites are necessary to bring forward help Rutland to meet that significant future housing and economic development needs over future plan periods.

The NPPF advises, as set out above, that (paragraph 22) where *"...significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery"*.

The reasoned justification to draft Policy SS4 however, reasons that the draft policy, by allocating only Woolfox and St Georges Barracks – *"...would ease pressure for future development on the edges of the County's towns and villages"* (page 67).

Rutland is home to two market towns – Oakham and Uppingham - of which Oakham is the larger with a population of approximately 13,457. Oakham has a range of education, community, health and leisure facilities. It is also a centre for employment and shopping, including a twice-weekly market and a mix of independent and country wide retailers. Uppingham has a population of about 4,797 with a range of facilities, employment and shopping, and a weekly market.

Set against the principle of sustainable development, the NPPF advises that:

*"20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for: a) housing (including affordable housing)..."*

and

*"74. The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:*

*a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;*

- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;*
- c) set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;*
- d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations);”*

The Regulation 19 Proposed Submission Plan does not allocate the (current) two sites – St Georges Barracks and Woolfox - for development to meet the housing need proposed for this Local Plan Period (which is based on the current Standard Method, the current NPPF 2023 requirements).

What Policy SS4 recognises is that strategic sites may be required to meet the future housing and economic development needs; as such the draft Policy sets out baseline requirements for developing future allocations as opportunity areas.

Whilst Policy SS1 (Spatial Strategy for new development) advises:

- A) The majority of new development will be focussed within the planned limits of development (PLDs) of Oakham (and Barleythorpe) and Uppingham, and on land adjacent to Stamford north as part of an urban extension. This will be met by allocated sites (see policies h1, h2 and e1) and through windfalls on sites compliant with the other policies in this plan. (page 62)*

The PLD to development within Oakham (and Barleythorpe) and Uppingham include those new allocations for housing proposed in draft Policy H1; hence, as proposed allocations, they whilst previously greenfield sites outside of the PLD now axiomatically are proposed to fall within the new planned limit to development. The PLD is therefore a residual tool after accommodating allocations proposed.

We do agree that Oakham (and Barleythorpe) and Uppingham, as the two main towns of the County, should remain a focus for new development; but having regard the longer term housing and economic needs of Rutland and environmental and other constraints elsewhere the strategic opportunities presented under draft Policy SS4 represent important locations against which to proportionately look to allocate strategic proposals required to meet future housing and economic development need over coming plan periods. This important point is expressly recognised in the reasoned justification to this policy. As such choice as sustainable future opportunity areas is also important in considering meeting these needs in an effective, efficient, deliverable and sustainable manner. Flexibility in choice and location becomes therefore a key element underpinning draft Policies SS1 and SS4.

As such, we find objection that the assertion in the reasoned justification to Policy SS4 that “...*in doing so, this would ease pressure for future housing development on the edges of the County towns and villages*” (page 67). Draft Policies SS1 and SS4 are strategic policies looking medium-longer terms in meeting Rutland’s housing and economic needs and does not mean other non-strategic sites around the edges of towns and villages cannot be allocated.

## **POLICY SS1 AND SS4 – NATIONAL PLANNING POLICY FRAME WORK CONSIDERATIONS**

### **QUESTION 1: SUPPORT OR OBJECT:**

Object.

### **QUESTION 2: DO YOU CONSIDER THE PLAN IS:**

- **LEGALLY COMPLIANT?** Yes.
- **SOUND?** No.
- **COMPLIES WITH THE DUTY TO CO-OPERATE?** Yes.

We therefore object to the above aspects of draft Policy SS1 and draft Policy SS4 and being unsound in that the:

- a) They are not positively prepared – they do not provide a coherent and consistent strategy which, as a minimum, seeks to meet the area’s objectively assessed needs when measured against the NPPF 2023 housing requirements and having one eye clearly upon the new Standard Method figures, which Policy SS4 is going to address through the new Local Plan beginning in spring 2025; and it is not thereby consistent with achieving sustainable development;
  - b) As currently drafted it is not justified – it does not represent an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence, which should include the land to the western side in Uppingham. A Concept Master Plan of the Site is contained in **Appendix C**;
- (Criterion c omitted)
- c) Are inconsistent with national policy – enabling the delivery of sustainable development in accordance with the policies of the NPPF and other statements of national planning policy, including the latest pronouncements of the new Labour Government to significantly boost the supply and deliver of new housing.

### **QUESTION 3: COMMENTS:**

The owners of the Site support the preparation of the Rutland Local Plan (RLP) and Rutland County Council’s (RCC) intention to positively plan for its development needs in the period to 2041.

The owners support the general scope of the spatial strategy. However, they consider that some subtle modifications to the plan are required to be made to ensure that it meets the tests of soundness as set out in paragraph 35 of the National Planning Policy Framework (NPPF), as set out below.

### **QUESTION 4: PLEASE SET OUT THE MODIFICATION(S) YOU CONSIDER NECESSARY TO MAKE THE JOINT LOCAL PLAN LEGALLY COMPLIANT AND SOUND, IN RESPECT OF ANY LEGAL COMPLIANCE OR SOUNDNESS MATTERS YOU HAVE IDENTIFIED ABOVE:**



In particular, the owners support the principle of requirement D of Policy SS1, which identifies and supports Future Opportunity Areas for housing and commercial development to support the future housing and economic needs of Rutland “*where such sites accord with the requirements of Policy SS4 and the principles and requirements of any adopted masterplan, SPD or DPD for the site*”.

We however object within the terms of Policy SS1 and Policy SS4 the omission of land between Stockerston Road and Leicester Road Uppingham (‘the Site’) as a Future Opportunity Area.

The inclusion of the Site as a Future Opportunity Area is entirely appropriate, on land adjoining the western edged of Uppingham and being able to deliver a first phase of a western link road for the town. The Site will make an effective and efficient use of this land, in a sustainable location in relation to Uppingham and its services and that is free from any insurmountable constraints and is located in a strategic location. The site has the potential to deliver sustainable new housing development (including affordable housing) and a first phase of a western link road for the town to meet the housing needs arising in the area in the medium and long-term; which is a positive and effective and sustainable approach to planning for Rutland’s needs.

The owners detailed response to Policy SS4, set out below, provides more detail, and proposed subtle modifications to the policy to ensure that that it is sound.

It is acknowledged that the broad principles of the spatial strategy are justified, effective and positively prepared. Similarly, the general scope of the supporting policies is also considered sound.

We contend that the evidence contained in this representation correctly reflects the suitability of the Site to deliver key infrastructure (including the first phase of the western link road) within the current plan period, and to support the delivery of high-quality sustainable residential development in the medium to long term.

#### **QUESTION 5: ATTACHMENTS**

No attachments in response to this policy.

#### **QUESTION 6: IF YOUR REPRESENTATION IS SEEKING A MODIFICATION TO THE PLAN, DO YOU CONSIDER IT NECESSARY TO PARTICIPATE IN THE EXAMINATION HEARING SESSION(S)?**

The owners consider that modifications are required to Policy SS1 and the supporting site allocation policies to ensure that the plan is sound.

The owners request that they are present at the examination hearing sessions relating to Policies SS1 and SS4. It would be hoped that in discussions with Rutland County Council discussions could be progressed with a view to agreeing the modifications to those policies that are required to ensure that they are effective.

## **POLICY SS4 – FUTURE OPPORTUNITY AREAS**

### **QUESTION 1: SUPPORT OR OBJECT:**

Object.

### **QUESTION 2: DO YOU CONSIDER THE PLAN IS:**

- **LEGALLY COMPLIANT?** Yes.
- **SOUND?** No.
- **COMPLIES WITH THE DUTY TO CO-OPERATE?** Yes.

### **QUESTION 3: COMMENTS:**

The owners of the Site are working collaboratively, to promote for inclusion as a ‘Future Opportunity Area’ within Policy SS4.

The site is well located to the western edge of Uppingham and to all facilities and services within the town. The Site is located in a strategic location to deliver a residential-led mixed use development to assist in meeting housing and infrastructure needs arising in Rutland in the short to medium term.

However, we identify below some modifications to the policy we consider are necessary for the policy to be considered sound in NPPF terms.

#### **Strategic Location:**

The owners contend that the Site is “strategically well placed”, adjoining the western edge of Uppingham and providing good links to Corby to the south, Peterborough and Stamford to the east, Leicester to the west and Nottingham to north (all of which are significant towns/cities with a large range of services and facilities; and in relation to the existing transport infrastructure that connects the County and wider sub-region.

The Site’s strategic location demonstrates it can support the delivery of a well-connected new housing development and new infrastructure (including the first phase of a western link road) that is responsive to that location. Please refer to Vision Plan, **Appendix D**, showing the potential for strategic growth Policy SS4.

It should be added that the land between Stockerston Road and the Corby Road (A6003) has been previously recognised and providing the opportunity for the completion of the southern limb of the western link road to Uppingham. Whilst not forming part of this submission, the subsequent opportunities that arise from this Site being identified in Policy SS4 should be recognised as giving the potential to meet the long-term housing and economic needs of Rutland County and / or the wider sub-region in this location.

Given the Government’s intention to introduce “*mandatory mechanisms for strategic planning*” that will cover “*functional economic areas within the next five years*” (see the Government’s recent consultation in relation to proposed changes to the NPPF and national planning policy more widely), Policy SS4 itself should clearly highlight the potential for the Site to meet Rutland’s housing and economic needs

That, alongside a strengthened commitment / mechanism for the site's delivery as and when it is required (as set out below), would aid the future allocation of the site in a subsequent full Local Plan Review (LPR), a specific Development Plan Document (DPD) in relation to the Future Opportunity Area sites, or a strategic level plan.

**The Site's Suitability:**

This representation is made on behalf of the following owners in respect of their respective interests on land being promoted for residential development and western link road on land located between Stockerston Road and Leicester Road Uppingham ('the Site').

The land assembly is shown edged red on the site location plan attached at **Appendix A** and comprises a gross area of 33.86 hectares (94.79 acres) ('the Site'). We consider the Site could accommodate around 500 dwellings, which is illustrated on a Concept Master Plan shortly, together with a road corridor for the proposed link road in **Appendix C**.

These proposals represent a short-medium and longer-term investment with regard to housing and infrastructure provision in Uppingham.

In this regard, ARUP was commissioned by Uppingham Town Council to undertake a feasibility study and desk top assessment (**Appendix B1**), for consideration of options for the provision of a north-south two-lane bypass of Uppingham Town Centre, including 'broad estimates' for construction of the bypass option, risks and opportunities. Three Options were considered:

- A) Option 1: Western Bypass (severing Leicester Road): length 2.86km;
- B) Option 1a: Western Bypass (avoiding Leicester Road): length 2.9km; and
- C) Option 2: Eastern bypass: length 2.9km

In conjunction with a proposed bypass alignment options a recommendation would be to implement a 7.5 tonne weight restriction through the built-up area of Uppingham.

ARUP recommended that Option 1A "...is considered to provide the most benefits whilst minimising risks and impacts."

It also importantly recognised that *"The alignment could be constructed in a phased/staged approach to work around financial viability, and could tie into aspirational future residential expansion to the south-west side of Uppingham... In turn, this approach offers potential tie-ins to developer led contributions and funding of the scheme"*. As a residential-led scheme proposing significant infrastructure benefits it is also considered that Home England may be interested in grant funding some of the infrastructure costs associated with the bypass (ARUP's broad estimate construction cost in £13.2 million for the Option 1A route and acknowledges *"this figure has the potential to reduce as design progresses and risks/uncertainties are designed out"*).

The indicative line proposed by ARUP for Option 1A is shown in **Appendix B2**.

Accordingly, it is acknowledged that the proposals, the subject of this representation, would represent an initial stage in long-term investment to deliver the long-sought after bypass for Uppingham and provide a medium-long term commitment to the provision of housing (and

possibly to the A6006 some employment land) over two or three cycles of the Neighbourhood Plan and be acknowledged by Rutland County Council in the emerging Rutland Local Plan.

We agree with ARUP that the western-bypass and associated housing could be properly planned, phased, funded and be delivered to the significant benefit of Uppingham town as a whole.

The Site adjoins the western edge of the town, has the potential to provide a plan-led development that would deliver:

- a logical extension well related to the town Uppingham;
- the necessary land to deliver the long sought-after objective for the town of a western link road between Stockerston Road and Leicester Road, providing significant relief to the centre of the town;
- a high-quality, beautifully designed development capable of commencing early delivery of new homes to meet the housing needs of the town (including all forms of affordable housing) set within an environment friendly strategic green edge with bio-diversity net gain, pocket parks/open spaces and new recreational routes set within it;
- the potential for a new Primary school site;
- a sustainable development, particularly in relation to the facilities available within the town.

The indicative line of a proposed western link road between Stockerston Road and Leicester Road will be the subject of further detailed consideration if the proposal put forward is considered for allocation in due course, in conjunction with the owners' highway consultancy team alongside Rutland County Council, Uppingham First/Uppingham Town Council and all relevant key stakeholders. Indicatively and allowing for the provision of the proposed link road, the proposed Site could, as indicated earlier provide circa 500 dwellings.

This response to Rutland County Council's Regulation 18 Local Plan Consultation also sets out our client's views in respect of the housing need and strategic focus of the Regulation 18 Local Plan in the context of the legal tests of soundness, as most recently considered in the National Planning Policy Framework issued on 23<sup>rd</sup> December 2023.

These representations recognise importance of the Site being recognised and acknowledged as a Future Opportunity Area and that its allocation of residential development sites will take place through the context of a further review of both the new Rutland Local Plan Review (starting in spring 2025) and the review of the Uppingham Neighbourhood Plan.

The Site has been assessed against the relevant SHLAA Assessment criteria, the product of which is contained in the executive summary below. The Site as a whole has not been subject to a SHLAA Assessment by Rutland County Council to date and it was considered appropriate that we should through this representation provide our assessment as to how it performed against those criteria.

**Site Area (gross):** The Site has a gross site area of 33.86 hectares (94.79 acres). It is currently a greenfield site and is currently in agricultural use.

**Site Capacity:** Residential development and new link road are promoted. The Site has an indicative capacity of a minimum 500 dwellings following the calculation set out in the SHLAA methodology.

**Site Location:** The Site is adjacent the western edge of the planned limits of development to Uppingham between Stockerston Road and Leicester Road.

**Topography:** There are no significant topographical constraints.

**Landscape Sensitivity:** The original David Tyldesley Landscape Sensitivity Study in 2010 identifies that the area can accommodate development and offers the opportunity to soften the entry into the village. The 2023 Landscape Sensitivity Study by Bayou Blue did not consider the land. It is recognised that a full Landscape and Visual Impact Assessment will be required to further refine the proposals for the site's development.

**Loss of important land:** The development of the Site would not result in the loss of employment land, public open space, a recreation facility or a designated important open space.

**Ecology:** There are no likely adverse impacts on national ecological designations but surveys including badger and hedgerow are required to identify any possible impacts on local wildlife. The site is sufficiently large to ensure that net gains to biodiversity can be maximised within it, in line with the Biodiversity Net Gain hierarchy.

**Tree Preservation Order:** There are no Tree Preservation Orders on the Site.

**Agricultural Land Quality:** It is believed the Site is identified as being on Grade 3 Agricultural Land. This will be subject to further clarification.

**Heritage:** The Site is not located within 50m of designated heritage assets and it is not considered that there will be significant impacts on built heritage assets. The impact on those assets will be considered when refining the proposals for the site. However, in some cases intervisibility between those assets and the site will be limited by the intervening built form and topography, as well as existing and new planting.

**Archaeology:** There are likely to be some archaeological remains on Site and within the vicinity of the Site. It is identified that further assessment would be required relating to archaeological impact, but it is not considered at this stage that this would stop development of the Site.

**Flood Risk:** The Site is within flood zone 1

**Drainage:** It is considered there would be no objections from the LLFA subject to a suitable sustainable drainage system

**Transportation:** It is considered that there are no highways objections to the development. The detailed considerations would come forward through a Transport Assessment as part of the development control process in due course. It is considered that the proposals would result

in significant benefits in terms of relieving the town centre from traffic. It is considered there would be no severe impacts on the wider road network.

**Facilities:** The site is considered to be in a sustainable location in relation to Uppingham and its services and facilities. It is within walking distance of Leighfield Primary School (within 800m) and the town centre and GP/Health Centre. The GP/Health Centre is on the edge of the town centre.

**Public Transport:** The Site is within 100m of a bus stop on Leicester Road and the proposals would extend public transport provision to extend bus services within the Site and along Stockerston Road, providing a loop with the town centre. The Site is within 25 km of a train station at Oakham and 30 km at Corby. Opportunities for sustainable modes of travel, responding to the site's A1 setting, will be considered in consultation with Rutland County Council.

**Other constraints:** There are no identified onsite technical or other constraints.

**Public Footpaths:** No public footpath crosses the Site.

**Water:** The site is at very low risk of surface water flooding. Unlike large areas of the County and surrounding sub-region, the site is not at risk of flooding from reservoirs. No strategic water resource constraints in Uppingham.

**Utilities:** There is availability of key utilities - electricity, gas, water, drainage, sewerage and broadband.

**Landscape:** In terms of landscape character and visual setting, the site is not covered by any landscape designation that would suggest an increased value or sensitivity to change, and is not the subject of any statutory or non-statutory designation that would prohibit its development for residential purposes. Some loss of vegetation is anticipated to facilitate site access. However, that will be more than offset by new tree, hedgerow and shrub planting. Existing woodland blocks are also located within the site's internal area, providing a strong landscape setting for the built development to sit within. There is significant scope to offer landscape mitigation and enhancement to this edge of Uppingham together with biodiversity net gain.

**Infrastructure:** There are no electricity pylons or pipelines crossing the site. Furthermore, all utilities (electricity, water, drainage, sewerage, gas and broadband) are available to serve the Site.

**Contamination:** It is not considered that the Site is subject to any contamination or other environmental health risks. At the planning application stage, a Stage 1 Geophysical/Ground Conditions survey would be undertaken.

**Site Availability:** The Site is available immediately (within 0 to 5 years), subject to allocation and planning permission being granted and there is significant developer interest. The Site is therefore available, achievable, suitable, deliverable and sustainable.

Therefore, it is clear that the Site is not subject to any technical or other constraints to development that cannot be overcome through sensitive Master Planning and the implementation of mitigation.

In light of the Site's suitability and strategic location for development, it is appropriate for Rutland County Council to identify the Site as a Future Opportunity Area and through its next stages consider how it can maximise its potential to provide a development that could play a critical role in the County's development strategy in the short-medium and long term.

**Delivery Mechanism:**

The owners acknowledge Rutland County Council's intentions, as set out in Policy SS4, to bring forward an early Local Plan Review and a new Development Plan Document that will cover the allocation of the Future Opportunity Areas and agreeing the Masterplan for their development. These representations seek the Site being added as a Future Opportunity Area alongside Woolfox and St Georges Barracks. It has capacity to deliver in the medium-long term between 400 and 400 dwellings and deliver the first phase of a western link road for Uppingham.

In this regard Rutland County Council has updated its Local Development Scheme to cover the timetable for the preparation of a future Local Plan Review, which refers to an initial Call for Sites in Spring 2025 to begin that process, with an aim to undertake consultations through 2025, 2026 and 2027, and then submit the LPR for examination in 2027/28.

The owners welcome this timetable, which in the light of the requirement for the new Local Plan Review to consider the housing requirement arising from the application of the new Standard Method.

Indeed, whilst it is noted that the Government's new Standard Method (SM), if adopted, does not apply to the emerging Regulation 19 Proposed Submission draft Rutland Local Plan by virtue of the transitional arrangements (as currently proposed), it is of relevance to the medium and long-term planning policy context that the delivery of strategic sites such as those considered within Policy SS4. This key tenet is fully recognised as being appropriate by Rutland County Council through draft Policies SS1 and SS4.

The proposed SM results in a new Local Housing Need (LHN) of 264 dwellings per annum (dpa), which is more than double RCC's current LHN of 123dpa using the current SM. It is recognised that, for the purposes of five-year housing land supply (5YHLS) monitoring, the adoption of the Rutland Local Plan will effectively "lock in" the current LHN for five years.

However, the change to the LHN thereafter will necessitate a very sudden step change in the level of housing that will need to be delivered for RCC to maintain a favourable 5YHLS position in the medium to long-term.

That emphasises the need for RCC to ensure that the new Local Plan Review (i.e. for the Local Plan that will supplement or replace the RLP) is adopted in a timely manner, and that its SS4 sites become allocated to enable and thus well-advanced enough to ensure that they are deliverable when the new LHN is applied. The alternative is for RCC to be open to speculative planning proposals.

It is imperative in this regard that Policy SS4 contains a clear commitment to adopt the new Local Plan Review without delay and shortly after adoption of the emerging Rutland Local Plan. Accordingly, it is proposed that Policy SS4 is modified to **clearly commit to the submission of the new LPR for examination by the summer of 2027 to enable** sufficient time for the Local Plan Review to be adopted within 5 years of the RLP's adoption, allowing RCC to remain in control of which sites are delivered to meet its housing needs as and when it is required, ensuring that a part-brownfield site is preferred to greenfield sites that are lower in the Site selection hierarchy and could potentially be less suitable.

**Allocation Policy Requirements:**

It is considered that the scope of the proposed allocation policy requirements is generally appropriate. However, modifications are required to ensure that Requirement H (relating to infrastructure) is “*clearly written and unambiguous*” as required by NPPF paragraph 16d, and therefore effective.

The intention of requirement H is recognised, given the importance of ensuring that infrastructure is delivered as and when it is required to support residential development. However, as written the policy could be misconstrued as requiring *all* infrastructure with or ahead of the first residential deliveries.

In reality, the important factor is whether the infrastructure that is required to support a specific element / phase of development is delivered as required. In some circumstances, such as the delivery of schools (which would likely be delivered by the education authority), it may not be appropriate for such facilities to be delivered in full ahead of the first occupations, and instead may be more appropriate for delivery to be phased. In other circumstances, such as the delivery of highway improvement, delivery may only be required at a certain trigger. The wording of the requirement, as currently written, could potentially complicate such mechanisms.

It is suggested, therefore, that the requirement is amended to read as follows: detail the delivery of an appropriate amount and range of infrastructure to support the uses and community on the Site which must be delivered in tandem with or ahead of the phase of development that it is associated with, or within a timescale as agreed with the local authority, service providers (i.e. the education authority) and other statutory consultees (i.e. the highway authority).

**Development Potential:**

An initial Concept Masterplan has been prepared for the Site – see **Appendix C**, which provides an indication of the potential capacity of the Site.

However, it should be noted that the Masterplan will continue to be refined to respond to the proposals and to reflect the findings of the additional technical and environmental site assessments that are being undertaken, respond to urban design best practice, and to take account of the feedback that is received from RCC and statutory consultees through the Site / Masterplan approval process as detailed in Policy SS4.

With that said, the Masterplan clearly demonstrates this development would support the delivery of much-needed high quality net zero ready market housing across a mix of market and affordable house types, tenures and sizes, that respond to market needs and demands that



will support investment into Rutland, and the infrastructure required to support the Uppingham community.

The Masterplan is underpinned by a number of key principles to realise the vision and shape the development and is underpinned by a number of key principles as follows (not exhaustive):

- The delivery of high-quality market and affordable homes across a range of sizes, types and tenures that will meet the needs of Rutland County Council and the Uppingham Community.
- The opportunity to deliver a first phase of a western link road and other supporting infrastructure (including public transport penetration and enhancement to/from the town centre)
- Growth to Uppingham that may deliver new jobs for residents of the Site, as well as in wider Rutland County and the sub-region more widely, attracting inward investment and economic growth to the County.
- The opportunity for a new Primary School sports facilities, strategic open space and small-scale retail uses)
- New pedestrian and cycle routes that will be safe, attractive and convenient linking to Uppingham and beyond, to promote active and sustainable forms of travel for day-to-day journeys.
- Opportunities to accommodate extended public transport services linking to the town centre will be considered.
- Responding to the Site's landscape resource and setting, with the aim of breaking up the development form in views towards the Site, and define individual character areas within the development. The Site's development will respond to its landscape setting, but also promote the wellbeing benefits of interacting with the natural environment.

#### **Allocation Policy Requirements:**

The scope of the proposed allocation policy requirements is generally supported but modifications are required to ensure that Requirement H (relating to infrastructure) is “*clearly written and unambiguous*” as required by NPPF paragraph 16d, and therefore effective.

The intention of requirement H is recognised, given the importance of ensuring that infrastructure is delivered as and when it is required to support residential development. However, as written the policy could be misconstrued as requiring *all* infrastructure with or ahead of the first residential deliveries.

In reality, the important factor is whether the infrastructure that is required to support a specific element / phase of development is delivered as required. In some circumstances, such as the delivery of schools (which would likely be delivered by the education authority), it may not be appropriate for such facilities to be delivered in full ahead of the first occupations, and instead may be more appropriate for delivery to be phased. In other circumstances, such as the delivery of highway improvement, delivery may only be required at a certain trigger. The wording of the requirement, as currently written, could potentially complicate such mechanisms.

It is suggested, therefore, that the requirement is amended to read as follows: *detail the delivery of an appropriate amount and range of infrastructure to support the uses on the Site which*

*must be delivered in tandem with or ahead of the phase of development that it is associated with, or within a timescale as agreed with the local authority, service providers (i.e. the education authority) and other statutory consultees (i.e. the highway authority).*

**Conclusion:**

In conclusion the owners of the Land between Stockerston Road and Leicester Road Uppingham object to Policy SS4 in the terms of this objection and invite the County Council and the Inspector to include the Land between Stockerston Road and Leicester Road Uppingham supports the identification of the Site as a Future Development Opportunity Area in Policy SS4.

This will ensure the Site, as a strategic location to be allocated in due course to deliver in the short-medium term a residential development that will also bring forward a first phase of a western link road for Uppingham, for which there is an acknowledged need.

This reflects a positive approach to planning for the area's identified needs. However, as above, modifications are required to the policy to ensure that it is sound in NPPF terms; notably in terms of the policy wording surround

This approach and the modifications to Policy these representations seek represent positive and effective planning in accord with National Policy.

**QUESTION 4: PLEASE SET OUT THE MODIFICATION(S) YOU CONSIDER NECESSARY TO MAKE THE JOINT LOCAL PLAN LEGALLY COMPLIANT AND SOUND, IN RESPECT OF ANY LEGAL COMPLIANCE OR SOUNDNESS MATTERS YOU HAVE IDENTIFIED ABOVE:**

The general extent of the policy is acknowledged by the owners of the land west of Uppingham. However, for the reasons contained above Policies SS1 and SS4 should recognise the Land between Stockerston Road and Leicester Road Uppingham as a Future Opportunity site. The Site is a strategic and sustainable location and able to deliver early much needed new homes for Rutland together a western link road for Uppingham.

However, in summary to ensure that the policy is efficient and sound, the following modifications are required:

- The main body of Policy SS4 should be updated to clearly reference the Site's potential to meet the future housing and economic needs of the beyond the current plan period.
- It is important that the future LPR / new DPD is adopted in a timely manner to ensure that there is a sufficient housing supply in the medium / long-term to respond to the step-change in the area's LHN. Therefore, Policy SS4 itself should make a firm commitment to submitting the new LPR for examination by the summer of 2027.
- Allocation requirement H should be revised to read as follows: *“detail the delivery of an appropriate amount and range of infrastructure to support the uses and community on the site which must be delivered in tandem with or ahead of the phase of development that it is associated with, or within a timescale as agreed with the local authority, service providers (i.e. the education authority) and other statutory consultees (i.e. the highway authority).”*

- The proposed boundary of the Future Opportunity Area for the Land between Stockerston Road and Leicester Road Uppingham is shown on the Plan in **Appendix C** and is commended to the County Council and the Inspector for inclusion as part of Policy SS1 and SS4 of the Proposed Submission Draft of the Rutland Local Plan.

**The full amendments to full text of Policy SS1 and SS4 are set out in Appendix E.**

#### **QUESTION 5: ATTACHMENTS**

Please see **Appendices A to F**.

#### **QUESTION 6: IF YOUR REPRESENTATION IS SEEKING A MODIFICATION TO THE PLAN, DO YOU CONSIDER IT NECESSARY TO PARTICIPATE IN THE EXAMINATION HEARING SESSION(S)?**

The owners of the land west of Uppingham, propose that Site should form a key part of the spatial strategy for Rutland and be included as a Future Opportunity Area in Policies SS1 and SS4 for the short-medium and long-term.

Their representations also identify some minor modifications to be made to Policy SS4 to ensure it is effective and sound.

Accordingly, the owners consider it essential that they be present to discuss that matter with the Council and the Inspector(s) at the Examination Hearings.

## **Appendix A - Location Plan**

The Site (shown in purple) and its relation to Uppingham, and the Uppingham Neighbourhood Plan Review Option to Langton Homes (shown in yellow) for circa 150 dwellings as draft policy UHA-1.



Aerial imagery reproduced from Google Earth.

**Appendix B1 – 2021 ARUP Uppingham bypass study (Commissioned by  
Uppingham Town Council)**

Uppingham Town Council

# Uppingham Bypass Study

Bypass Options Appraisal

0001RP

Draft 1 | 14 May 2021



Uppingham Town Council  
**Uppingham Bypass Study**  
Bypass Options Appraisal

0001RP

Draft 1 | 14 May 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 279631-00

**Ove Arup & Partners Ltd**

The Arup Campus  
Blythe Gate  
Blythe Valley Park  
Solihull B90 8AE  
United Kingdom  
[www.arup.com](http://www.arup.com)

**ARUP**

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### Appendices

#### Appendix A

Option Drawings

#### Appendix B

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DRAFT

## Executive Summary

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Ove Arup and Partners were commissioned by Uppingham Town Council to undertake a feasibility study and desktop assessment into the provision of a north-south oriented bypass of Uppingham Town Centre, running between the A47 to the north of the town, and a point on the A6003 to the south.

Three options were considered, as follows:

- Option 1: Western Bypass between A6003 and A47 (severing Leicester Road);
- Option 1A: Western Bypass between A6003 and A47 (avoiding Leicester Road); and
- Option 2: Eastern Bypass between A6003 and A47.

At the outset of the project consideration was given to an alignment to the west of Uppingham and one to the east of Uppingham. As the project developed it was apparent that there was more scope for variation along the western alignment, and therefore two options were developed for a western alignment and one for an eastern alignment.

Before proceeding to the option appraisal, draft options were shared with representatives from Uppingham Town Council. Following these discussions refinements were made to the options, and consensus was reached on the concept designs to be taken forward to the appraisal stage.

An indicative / outline design was prepared for all three options, which sought to avoid sensitive environmental areas and took into consideration plots of land covered by the current Neighbourhood Plan, and aspirational areas of residential extension as identified by representatives of the town council.

An appraisal process was undertaken for all three options, which identified advantages and disadvantages against a number of criteria, and which provided a broad estimate of the cost and identification of risks to delivery.

Option 1A, which proposed a western bypass that avoids severance of Leicester Road, is considered to provide the largest overall benefit whilst minimising impacts and providing a deliverable solution. The alignment could be constructed in a phased approach, and could tie into aspirational future residential expansion to the south-west side of Uppingham town centre. At this early feasibility stage, Option 1A is anticipated to cost approximately £13.2M (see basis of cost estimate in section 4.4), subject to design development.

Option 1, which also proposes a western bypass alignment, is considered to offer the second-best approach overall, but results in increased detrimental impacts in terms of disruption to existing residential properties through the severance of Leicester Road. It also impacts the plots of land highlighted by Uppingham Town Council for potential residential uses.

Option 2, which proposes an eastern bypass alignment, is expected to result in significantly increased impacts in terms of cut / fill requirements and the requirement

for an elevated structure to bridge the valley north of Seaton Road. This would result in increased severance of plots, where access to either side of the bypass would be restricted due to the scale of excavation necessary.

Draft

# 1 Introduction

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Arup have been commissioned by Uppingham Town Council to undertake a feasibility study and desktop assessment, for consideration of options for the provision of a bypass of Uppingham town centre. The assessment considers existing issues with volumes of traffic passing through Uppingham along the A6003, and seeks to identify the most suitable north-south bypass alignment when appraised against a series of criteria.

As part of the exercise a high-level, broad cost estimate for construction has been provided, together with the identification of risks to delivery and potential opportunities.

The remainder of this report is set out as follows:

- Chapter 2: Planning Policy and Background;
- Chapter 3: Baseline Conditions;
- Chapter 4: Design Options and Assessment; and
- Chapter 5: Summary, Recommendations and Next Steps.

## 2 Planning Policy and Background

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Uppingham Town Council identified an existing problem with volumes of traffic passing through the town centre, in particular HGV traffic, a situation that is anticipated to worsen in the future given plans for further development south and north of Uppingham, particularly in and around Corby and Oakham. Sections of highway within the town centre are constrained in width, which at peak times can lead to congestion and problems with two-way HGV manoeuvres.

The study has been prepared with consideration to documents including the Uppingham Neighbourhood Plan (2013-2026), and the Arup prepared report 'Oakham and Uppingham Strategic Transport Assessment' (2010).

### 2.1 Rutland Local Transport Plan 4

'Moving Rutland Forward 2018-2036' is the title of Rutland County Council's Local Transport Plan 4 (LTP4), which provides the county wide vision for the transport network. It sets out a number of strategic aspirations and policies related to the delivery of sustainable population and economic growth.

LTP4 highlights the A6003 as providing the main north-south route between Oakham, Uppingham and Corby, which also acts as the main public transport corridor between these areas. The document makes no mention of the provision of specific new infrastructure within Uppingham, but highlights the likelihood of increased volumes of HGV traffic throughout Rutland county.

### 2.2 Rutland Local Plan

The Rutland Local Plan 2018-2036 has been prepared with consideration to the contents of the Uppingham Neighbourhood Plan. The local plan sets out a number of strategic aims, including 'Delivering Sustainable Development' and 'Vibrant Communities'.

It goes on to refer to proposed housing developments in neighbouring local authorities, and notes that some 2,340 houses are planned to be developed within Rutland itself within the period 2018-2036. Mention is made of "...some modest growth in the towns of Oakham and Uppingham..." (para 4.10), in addition to the planned garden town at St. Georges Barracks.

Policy SD2 notes that in order to meet the strategic objectives of the Local Plan, allocations of land will provide for new homes and employment opportunities, in accordance with the Uppingham Neighbourhood Plan.

Policy E1 also highlights various sites throughout Rutland as being strategic employment allocations, including a 6.8ha site at Uppingham Gate (policy ref. E1.1).

### 2.2.1 St. Georges Barracks Masterplan

Oakham is located around 6 miles north of Uppingham on the A6003. As part of the emerging Rutland County Council (RCC) Local Plan, a new settlement at St. Georges Barracks is proposed, which will comprise:

- Approximately 2,215 new dwellings;
- 14 hectares of employment land; and
- Community facilities and a local centre, amongst others.

The masterplan and associated Transport Assessment proposes a number of junction improvements along the A6003 and A47, none of which are local to Uppingham.

### 2.3 Corby Local Plan and North Northamptonshire Joint Core Strategy

As noted previously, Corby is located some 8.6 miles to the south of Uppingham along the A6003. Continuing south along the A6003, Kettering is located 18 miles south of Uppingham on the A14 east-west route which provides ongoing access to Felixstowe and Harwich.

The Local Plan for Corby comprises two main documents:

- North Northamptonshire Joint Core Strategy (JCS); and
- The Part 2 Local Plan for Corby, noting that this document is currently at examination stage awaiting the Inspector's report.

The Local Plan for Corby notes that: “Corby is a well-established growth area, with an agenda to double the population toward 100,000 people by 2030.” Reference is made to the A6003 as one of several “excellent strategic connections”. Additionally, the Local Plan and JCS outline the following growth proposals:

- Over 160 hectares of land to meet strategic employment requirements;
- At least 9,200 new dwellings; and
- A Strategic Opportunity of 5,000 dwellings (based on population targets).

For Kettering, the JCS includes strategic development allocations of:

- At least 6,190 new dwellings (between 2011 and 2031); and
- A job creation target of 8,100 to include strategic logistics and a 40-70 hectare employment site.

### 2.4 Uppingham Neighbourhood Plan (2013-2026)

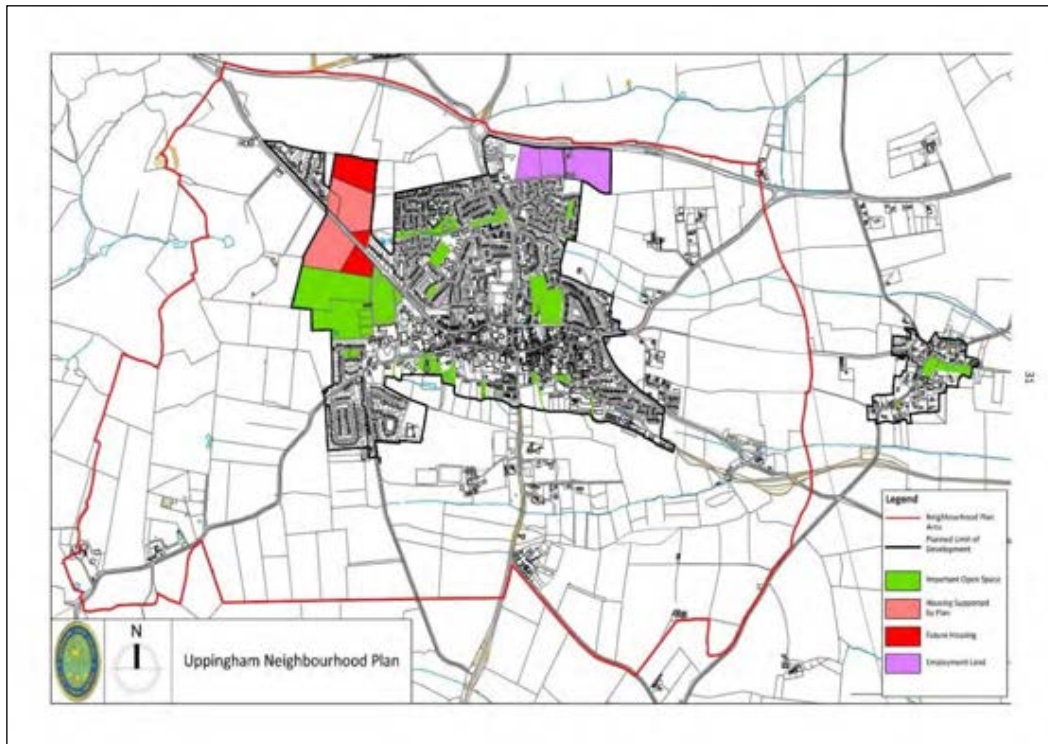
The Uppingham Neighbourhood Plan<sup>1</sup> (UNP) sets out a number of policies which are designed to retain and enhance the town's values. These policies, amongst others,

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<sup>1</sup> <https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/neighbourhood-planning/uppingham-neighbourhood-plan/>

include plans to construct additional areas of housing and commercial development as set out in Figure 1 below.

Figure 1: Uppingham Neighbourhood Plan Development Sites



The plan, shown in Figure 1, highlights areas of proposed residential development to the west of the town centre, accessed from either side of the Leicester Road. The Neighbourhood Plan seeks to provide approx. 170 new dwellings (of which a number have already been developed) off Leicester Road. Additionally, the plan shows an area of approx. 3ha of employment related development opportunity at Uppingham Gate, to the north of the town centre and bounded by the A47.

## 2.5 Oakham and Uppingham Strategic Transport Assessment (2010)

Arup were commissioned by Rutland County Council (RCC) in 2010 to prepare a strategic transport assessment, which sought to evaluate the impact of a number of residential and employment development sites in Oakham and Uppingham.

As part of this report, high-level studies were undertaken to assess issues associated with the construction of a bypass around Uppingham. Outline corridor options were developed, which identified specific routing issues, physical constraints, cost implications / benefits and risks for key transport users.

The study concluded that a western bypass alignment would be favourable for a number of reasons, including:

- Reduced need for cut / fill and structure when compared to the eastern alignment;

- The potential for a western route to tie into the existing A6003 / A47 alignment (not investigated as part of this report due to plots of land being ‘reserved’ as part of the neighbourhood plan);
- Reduced physical constraints;
- Ease of tying a western alignment into existing junctions, compared to an eastern alignment; and
- Potential for a western alignment to tie into potential development land, forming the first link in a bypass.

The report also summarised existing traffic conditions around Uppingham, and noted that the A6003 forms the main route between Oakham to the north and Corby to the south. A numberplate survey showed that approximately 40% of traffic using the A6003 in Uppingham was through-traffic.

## 2.6 Uppingham First Community Partnership Briefing Note

A short briefing note was provided to Arup by Councillor Ron Simpson, in relation to the potential for a north / south Uppingham Bypass and the ‘South East Economic Development Zone’.

The note highlights existing issues with access to the primary commercial zone (Station Road industrial estate) and refers to text within the Parish Plan which states:

*“Consideration should be given to the redevelopment of the Station Road site...with additional access from Seaton Road...”*

An eastern bypass has the potential to provide improved access to existing residential and commercial development and open up and enable any future development on land to the east of Uppingham.

All of the above planned developments in Corby, Kettering and Oakham suggest that increases in traffic volumes through Uppingham could reasonably be anticipated as the developments are built out.



## 3 Baseline Conditions

### 3.1 Highway Network

The study area comprises the entirety of Uppingham, from a point south of the town centre on the A6003 London Road to the A47 which defines the northern boundary of the town.

The A6003 is the main north-south road passing through Uppingham, and links Corby to the south with destinations such as Oakham, Melton Mowbray and Nottingham to the north. Throughout Uppingham, it is formed of a two-lane single carriageway which provides access to the town centre and predominantly residential roads. Various junction types are present along the section of route considered in this study, including a signalised crossroads within the town centre.



Notably, within the town centre a section of the A6003 near to the junction with High Street East and West is subject to localised narrowing imposed by existing buildings. This width restriction can result in congestion and delays due to HGVs occasionally encountering difficulties in being able to pass each other. The historic value of the buildings forming the width restriction means it is not considered feasible to mitigate this issue through carriageway widening or realignment.

Key junctions along the A6003 within the town centre include the staggered give-way priority crossroads with High Street East / High Street West, and the signalised crossroads with North Street East / North Street West. These junctions accommodate the major east-west movements as they cross the A6003, and provide direct access to the town centre area of Uppingham. Numerous other junctions are provided to the north of the town centre, the majority of which are give-way priority junctions that provide local access to residential areas.

Generally, on-street parking is prevented on the A6003 within the built up area of the town, through the application of double yellow line or single yellow line limited waiting restrictions. A short length of formal on-street parking is provided along the eastern kerb of the A6003, some 60m to the north of the junction with North Street

East. Continuing north along the A6003, parking restrictions are removed from both sides of the carriageway from the junction with Wheatley Avenue.



Pedestrian provision is considered adequate along the A6003 throughout the town centre, with footways generally provided along both sides of the carriageway, which vary in width from 1.6 to 2.0m. Some localised width restrictions are however evident in the most constrained locations, such as the vicinity of St. Peter and St. Paul church and around the junctions with High Street East / West. A standalone signalised crossing is located to the south of the junction with High Street East, with formal crossings incorporated within the signalised crossroads junction between A6003 and North Street West, on the southern and western arms only. North of the town centre there are two other signalised pedestrian crossings of the A6003, adjacent to Twitchbed Lane and The Beeches. South of the town centre, a signalised crossing is provided near to the Middle Playing Fields access, which defines the southern extent of the footway along the western edge of the A6003. To the south of this crossing point, a footway is only present on the eastern kerbline, which continues as far south as Uppingham Community College. South of this point, no footways are present along the A6003.

Bus stops are provided at regular intervals along the A6003 within the built up area of the town, the majority of which are provided as on-carriageway stops rather than in laybys. A single bus layby is present on the southbound exit from the A47 roundabout, to prevent traffic from queuing back onto the A47.

A 300 yard length of traffic calming is provided on the A6003 to the immediate south of the town centre, to the south of the junction with South View to a point south of the Middle Playing Fields access.

The speed limit of the A6003 from the junction with the A47 to the south of the town centre is 30mph, with the limit changing to NSL (National Speed Limit) around 120m south of Uppingham Community College.

North of Uppingham, the A47 is a single carriageway two lane road which runs in an east-west orientation, and links Leicester in the west with destinations including

Stamford and Peterborough to the east. Neither the A6003 or A47 are classified as trunk roads.

A number of classified and unclassified roads provide access between rural areas, villages and Uppingham, in the form of radial routes which connect to various points of the A6003. These include roads such as the B664 Stockerston Road to the south-west, Leicester Road to the north-west (which links Uppingham town centre to the A47), Seaton Road to the south-east and Glaston Road to the north-east (which also links to the A47). These radial routes are generally two-lane single carriageways with a rural, constrained nature.



## 3.2 Public Transport

A limited number of buses currently travel through Uppingham, along the A6003 and using the B664 Leicester Road / North Street East.

Table 1: Bus Services in Uppingham

Bus Service	Route	Peak Hour Frequency (minutes)
12	Uppingham to Stamford	5 per day
747	Uppingham to Leicester	120
R47	Oakham to Peterborough (school service only)	2 per day
RF1	Rutland Flyer: Oakham to Melton Mowbray	60

Table 1 demonstrates that there are relatively few services which travel through Uppingham in the peak periods, or throughout the day. Notably however, a number of the bus service frequencies were listed as being affected by Covid-19, so Table 1 may not be representative of 'normal' provision.

### 3.3 Environmental Constraints

Environmental constraints have been assessed using the Magic Map ArcGIS tool from Defra, which lists out relevant information such as scheduled monuments, listed buildings, protected woodland etc.

Figure 2: Known Environmental Constraints

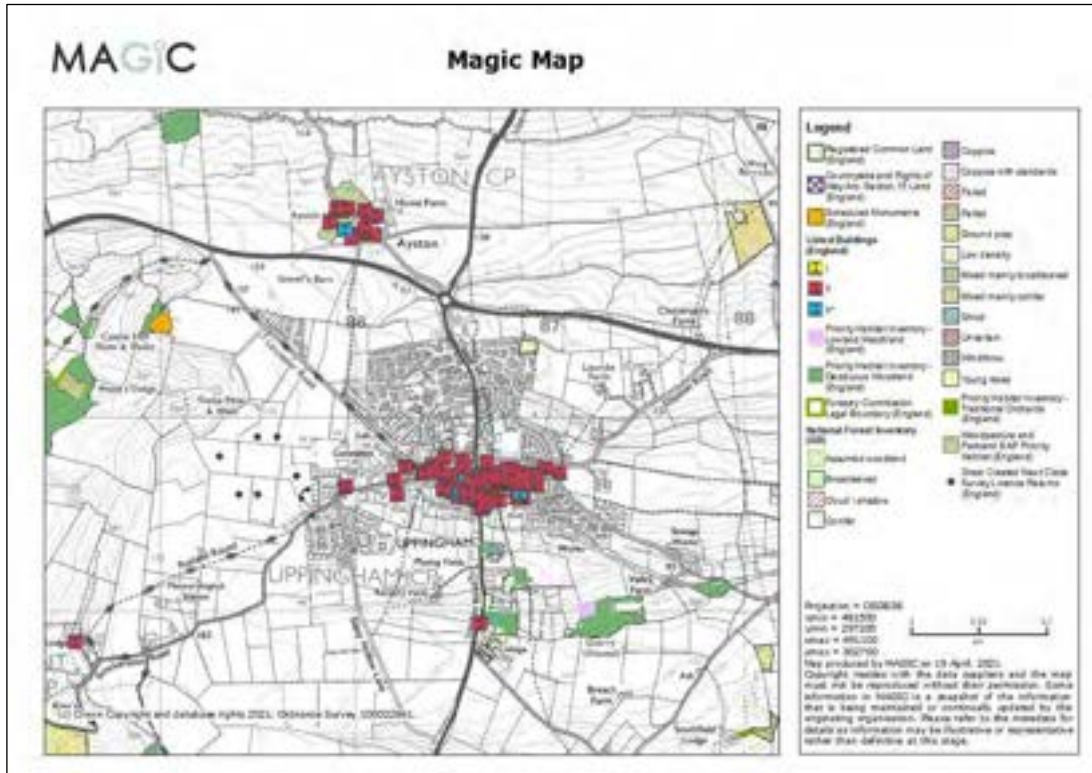


Figure 2, above, shows that surveys have previously been undertaken which indicated the presence of great crested newts to the west of the town centre. To the south and east of the town centre, areas of priority habitat deciduous woodland and heathland are identified. South of the town centre, a brook on an east-west alignment crosses the A6003 to the south of the junction with Gypsy Hollow Lane. West of the town centre, the land falls into a valley to the west side of the cricket club. There are no other known environmental constraints which would significantly influence the alignment of a proposed bypass to either the east or west side of Uppingham, with the exception of potential visual impacts.

### 3.4 Topographic Constraints

Topographic issues and constraints have been primarily identified through the use of Ordnance Survey Landform Panorama data and Google Earth vertical profile information, to interpolate an approximate ground surface model, as shown in Figure 3 below. In conjunction with site visits and observations, this is considered to provide a sufficient level of initial detail to assess potential feasibility stage alignments.

Figure 3: Topographic Model of Uppingham



Contains Ordnance Survey Data Crown copyright and database right 2021

The ground surface model shown in Figure 3 above highlights and reflects the on-site observations that Uppingham is generally constrained by significant changes in level, particularly to the east of the town centre where levels fall away into local valleys. West of the town centre however, there is a relatively level area where ground levels are largely similar to those within the town centre, and the provision of a bypass would therefore be more straightforward in terms of structural requirements and reduced cut / fill volumes.

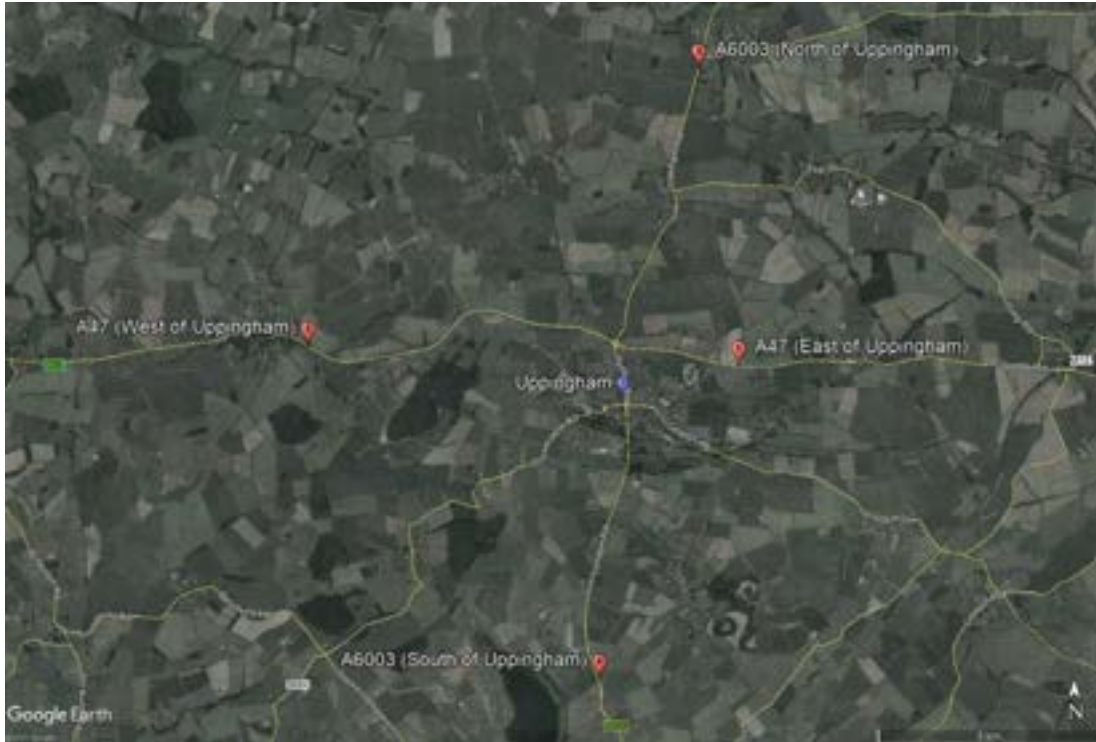
### 3.5 Baseline Traffic Data

Traffic data was obtained at the following locations:

1. A47- East of Uppingham (Monday 2<sup>nd</sup> to Friday 6<sup>th</sup> October 2019);
2. A47- West of Uppingham (Wednesday 5<sup>th</sup> October 2016);
3. A6003- North of Uppingham (Friday 20<sup>th</sup> April 2018); and
4. A6003- South of Uppingham (Thursday 7<sup>th</sup> July 2016).

A plan showing the survey locations is provided below.

Figure 4: Survey Locations



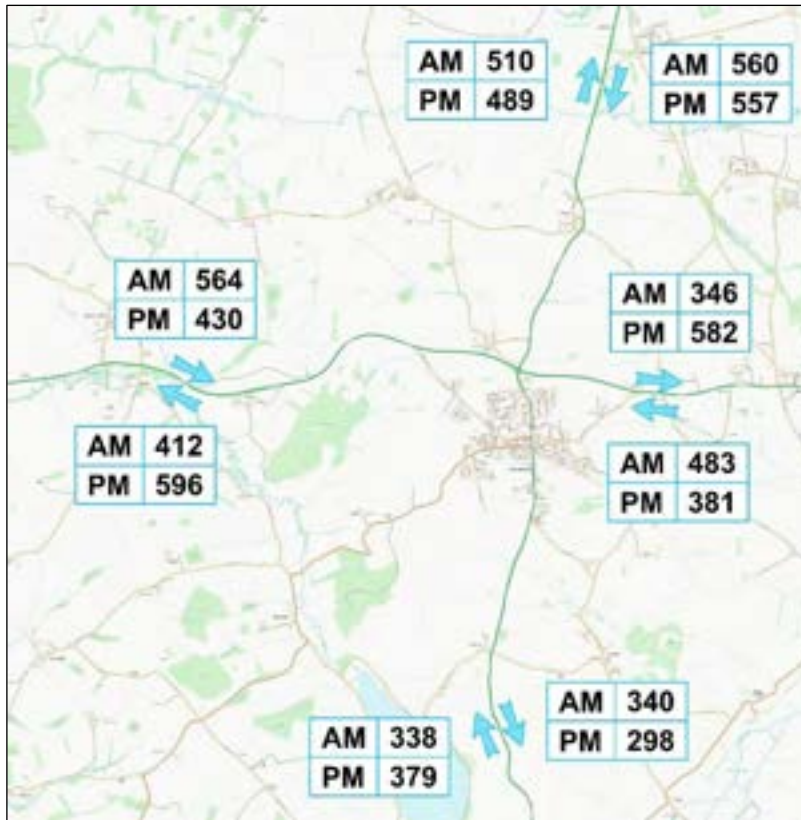
With the exception of the A47 (East) location, these surveys provided two-way, 12 hour classified volumes of traffic along each road, on a specific day. The A47 (East) survey is a static survey location which records traffic volumes across a 24 hour period, over periods of time. The latest available weekday dataset from this location was undertaken between Monday 2<sup>nd</sup> to Friday 6<sup>th</sup> October 2019, and as such this information has been used for the purposes of comparison, with the flow values averaged out.

Unfortunately, no junction turning count was available at the roundabout junction between the A47 and A6003, north of Uppingham. Furthermore, any new traffic surveys would be unreliable due to the impact of the Covid-19 pandemic on traffic volumes.

A junction turning count would help us to understand the dominant movement of traffic i.e. for traffic heading northbound is the dominant movement westbound, northbound or eastbound? Knowing this helps us to understand the effectiveness of any chosen alignment. For instance, if the dominant movement is westbound towards Leicester, an eastern alignment would be less effective than a western alignment in reducing through traffic in the village. In the absence of such information we have had to rely on the information available.

Figure 5, below, translates the survey data onto a map base which graphically shows two-way peak hour traffic volumes at locations within the vicinity of Uppingham.

Figure 5: Peak hour traffic volumes (total vehicles) on key highways surrounding Uppingham



From analysis of the traffic data in shown in Figure 5 the following points are identified. Along the A47 corridor:

- there is evidence of tidal traffic flows with a higher eastbound flow in the AM peak and a larger westbound flow in the PM peak; and
- combined peak hour two-way traffic volumes are approximately 10% higher west of the A6003, approximately 2,000 vehicles, then volumes east of the A6003, approximately 1,800 vehicles.

Along the A6003 corridor:

- there is no strong indication of tidal flow movements; and
- combined peak hour two-way traffic volumes are approximately 50% higher north of the A47, approximately 2,100 vehicles, then volumes south of the A47, approximately 1,350 vehicles

Beyond this simplistic analysis it is difficult to draw any more meaningful conclusions from the traffic data. New traffic survey data would be required in order to provide a better understanding of traffic volumes and movements within and around Uppingham. However, it is not feasible to undertake new traffic surveys until the Covid-19 pandemic is considered over and traffic volumes and movements return to so called normal conditions.

The available traffic data is provided within Appendix C.

## 4 Design Options and Assessment

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### 4.1 Options

At the outset of the project, consideration was given to an alignment to the west of Uppingham and one to the east of Uppingham. As the project developed it was apparent that there was more scope for variation along the western alignment and therefore two options were developed for a western alignment and one for an eastern alignment.

Before proceeding to the option appraisal stage, options were shared with representatives from Uppingham Town Council. Following these discussions refinements were made to the options, and consensus was reached on the concept designs to be taken forward to the appraisal stage.

The following options have been considered in terms of providing a north-south bypass around Uppingham, between the A6003 to the south of the town centre to the A47 in the north:

- Option 1: Western Bypass (severing Leicester Road);
- Option 1A: Western Bypass (avoiding Leicester Road); and
- Option 2: Eastern Bypass.

Indicative route options have been developed using Ordnance Survey 1:1250 Mastermap mapping, together with Google Earth height information and on-site observations. These routes have been designed to Design Manual for Roads and Bridges (DMRB) standards, using a 40-50mph design speed (depending on superelevation used). The routes have generally sought to avoid sensitive environmental constraints, and work around constraints which have been highlighted as part of discussions with the client body.

The design standards used to create the bypass alignments are important in terms of route attractiveness, as a bypass will typically be required to provide a more convenient journey with a reduction on journey length. However, it is noted that the options nevertheless assume the provision of HGV weight limit restrictions throughout Uppingham, as discussed in section 4.2.

The following sections provide detail on the proposed alignments.

#### **Option 1: Western Bypass (severing Leicester Road)**

An indicative layout for Option 1 is shown on drawing CH001, as provided in Appendix A.

In this option, a wide two-lane single carriageway bypass alignment is provided to the west of Uppingham, which begins at a point south of the junction between the A6003 London Road and Lyddington Road.

Travelling west from the A6003, the bypass alignment generally runs along gentle gradients which seeks to avoid the requirement for significant amounts of cut or fill. The alignment severs Gypsy Hollow Lane along the section which is currently an



unpaved track, before continuing west to form a four-arm roundabout junction with Stockerston Road. Continuing north from Stockerston Road, the bypass travels through a plot of land located between the boundary of Uppingham Cricket Club and the recently constructed residential area accessed from Leicester Road.

A new four-arm roundabout is formed to the immediate north of the cricket club, with a two-lane link road provided to Leicester Road along the alignment of the existing cricket club access. The proposed bypass alignment continues in a north-westerly direction to minimise impact on the plot of land west of the cricket club access road, before angling north to cut across the alignment of Leicester Road on the western extent of the residential area. This alignment results in the severance of a section of Leicester Road to the west of the proposed bypass alignment. Similarly, the section of Leicester Road to the east of the bypass alignment is re-configured into a dead-end road, with a turning head indicated.

To the north of Leicester Road, the proposed alignment continues for approximately 300m before tying into the A47 via a new three-arm roundabout. West of the proposed A47 roundabout, the existing junction with Leicester Road is shown as being retained to provide access to the cemetery.

The position of the bypass relative to existing and proposed residential areas suggests that there may be some potential to encourage sustainable travel, particularly if additional residential development took place alongside the bypass.

The overall length of the bypass from its southern extent to the proposed junction with the A47 is 1.78 miles (2.86km).

The advantages of this option are:

- The bypass will remove through traffic from the A6003 through Uppingham, in particular for traffic movements heading to / from Leicester and the West Midlands region and north-south through traffic movements between Corby / Northamptonshire in the South and Oakham / Nottinghamshire / Lincolnshire in the North;
- The bypass design minimises cut / fill by following a relatively level alignment;
- The alignment maximises opportunities for the provision of a bypass in a staged approach, due to the segmented design linking existing radial roads;
- The location of the bypass relative to the proposed residential areas provides a potential opportunity to seek developer S278 contributions associated with planned housing developments;
- The bypass would present opportunities for sustainable travel (i.e. walking and cycling) in the event that housing was constructed in the near vicinity;
- Shortest overall diversion length and bypass length.

The disadvantages are:

- This option will be less effective than an eastern bypass at removing through traffic heading to and from areas to the east, Peterborough, Cambridgeshire etc;
- The bypass is in close proximity to existing residential properties along Leicester Road, and severs the existing alignment of Leicester Road leaving a dead end;

- An existing right of way (Gipsy Hollow Lane) is severed;
- No benefits are gained in terms of linking up with aspirational plans to extend the industrial area near to Station Road.

### **Option 1A: Western Bypass (avoiding Leicester Road)**

An indicative layout for Option 1A is shown on drawing CH002, as provided in Appendix A.

In this option, the proposed bypass alignment remains the same as Option 1, between the southern junction with the A6003 to the point at which a new four-arm roundabout is proposed adjacent to the cricket club.

From this point and continuing west, the alignment of the bypass seeks to minimise impacts on the plot of land to the west of the cricket club access, and passes south-west of an existing farm building before tying into a three-arm roundabout junction with the A47.

As per Option 1, a two-way link is provided between the bypass and Leicester Road, along the alignment of the existing cricket club access road. Unlike Option 1 however, a one-way entrance to Leicester Road is provided for vehicles travelling south along the bypass, at a point south of the proposed A47 roundabout junction. Vehicles are not able to re-join the bypass from Leicester Road at this location, and would instead be required to travel south before accessing the bypass at the proposed cricket club roundabout.

The overall length of the bypass from its southern extent to the proposed junction with the A47 is 1.82 miles (2.9km).

The advantages of this option are:

- The bypass will remove through traffic from the A6003 through Uppingham, in particular for traffic movements heading to / from Leicester and the West Midlands region and north-south through traffic movements between Corby / Northamptonshire in the South and Oakham / Nottinghamshire / Lincolnshire in the North;
- The bypass design minimises cut / fill by following a relatively level alignment;
- The alignment maximises opportunities for the provision of a bypass in a staged approach, due to the segmented design linking existing radial roads;
- The location of the bypass relative to the existing and proposed residential areas provides a potential opportunity for developer S278 contributions associated with planned housing developments;
- The bypass would present opportunities for sustainable travel (i.e. walking and cycling) in the event that housing was constructed in the near vicinity;
- The design seeks to utilise existing infrastructure / access corridors such as the cricket club access, to minimise works and disruption where possible;
- The bypass alignment is pushed further away from existing residential properties on Leicester Road, minimising potential noise disturbance;

- The impact on plots of land to the north / west of the cricket club, highlighted by the town council as being suitable for aspirational residential development, is minimised.

The disadvantages are:

- This option will be less effective than an eastern bypass at removing though traffic heading to and from areas to the east, Peterborough, Cambridgeshire etc;
- The bypass affects a number of mature trees in the vicinity of the proposed junction with the A47;
- An existing right of way (Gipsy Hollow Lane) is severed;
- No benefits are gained in terms of linking with aspirational plans to extend the industrial area near to Station Road.

## **Option 2: Eastern Bypass**

An indicative layout for Option 2 is shown on drawing CH003, as provided in Appendix A.

This option seeks to provide an easterly bypass alignment, which begins at a point approx. 200m south of the junction between the A6003 and Lyddington Road, and continues around the eastern periphery of the town to meet a new junction with the A47.

A three-arm roundabout is formed at the southern extent of the bypass, which continues in an easterly direction from the A6003 and severs the existing alignment of Lyddington Road. As the bypass severs the road, a new give-way priority junction is proposed for the southern section of Lyddington Road, with the northern section retained as a dedicated access to Uppingham Community College.

Continuing east from Lyddington Road, the bypass alignment approaches the junction with Seaton Road, where a new four arm roundabout is proposed to the west of the existing crossroads junction with Main Street. There may be opportunities to simplify this arrangement, by enlarging the proposed roundabout and incorporating Main Street within the proposed design. Notably, should the aspirational extension to the industrial area on Station Road be progressed, it would be necessary to provide significant improvements to the alignment of Seaton Road to the west of the bypass. Currently the alignment is not suitable for volumes of HGV movements and widening / realignment would be necessary along a significant length of road.

North of the proposed Seaton Road roundabout, there are a series of topographical challenges to overcome as the proposed bypass alignment crosses the alignment of the dismantled railway along the bottom of a valley. In order to cross the valley floor, elevated structure would be required to accommodate the bypass alignment, in the form of a bridge / viaduct or extensive earthworks.

To the north of the railway line, the valley side rises steeply along the line of the bypass, which again suggests that significant earthworks / cut would be required to accommodate the proposed alignment.

Continuing north, the bypass crosses the alignment of Glaston Road where it is proposed to sever the alignment and provide a relocated junction with the A47 to minimise the overall diversion distance. Access to Glaston Road is therefore proposed via a new give-way priority junction from the bypass.

The overall length of the bypass from its southern extent to the proposed junction with the A47 is 1.85 miles (2.98km).

The advantages of this option are:

- The bypass will remove through traffic from the A6003 through Uppingham, in particular for traffic movements heading to / from Peterborough / Cambridgeshire etc and north-south through traffic movements between Corby / Northamptonshire in the South and Oakham / Nottinghamshire / Lincolnshire in the North;
- The proposed alignment potentially ties into the long term aspiration to develop the existing industrial area on Station Road; and
- The bypass alignment is located away from areas of housing, therefore reducing noise impacts.

The disadvantages are:

- This option will be less effective than a western bypass at removing through traffic heading to and from areas to the west, Leicester, West Midlands etc;
- The proposed alignment encounters significant topographical constraints along the route;
- Large amounts of cut / fill would likely be required to accommodate the alignment, in addition to elevated structure;
- Increased segregation of existing plots compared to alternative options, due to requirement for cut / fill and above ground structure;
- No significant opportunities for creation of the bypass in sections, given the lack of eastern residential development in the neighbourhood plan;
- Results in severance of Glaston Road and Lyddington Road;
- Potential impact on gas pipeline to south-east of Uppingham Community College (location TBC); and
- Significant potential cost.

## 4.2 A6003 Public Realm Enhancements

In conjunction with any of the proposed bypass alignments, opportunities could be presented in terms of improving the existing public realm throughout the centre of Uppingham. In particular, existing issues relating to narrow footways could be addressed through measures such as carriageway narrowing, or the provision of traffic management schemes such as the introduction of one-way working. Improvements to public transport facilities and other sustainable modes of travel such as walking and cycling would enable a shift in focus from private car usage, in turn allowing improvements to retail and social use activities. Speed limits could be

reduced to 20 mph which would make for a safer environment for pedestrians whilst making any bypass more attractive to through traffic.

Alternatively, more radical schemes such as the highly successful shared-surface type arrangement within the town of Poynton could be adopted, which was a scheme that sought to rebalance the use of the streets from a vehicle dominated area to a pedestrian friendly town centre.

### 4.3 7.5 tonne Weight Restrictions

In conjunction with all of the proposed bypass alignment options, it would also be recommended to implement 7.5 tonne weight restrictions throughout the built up area of Uppingham, in order to deter HGVs from using the A6003 as a through-route.

Exceptions to the weight restriction would be provided to retain local access or deliveries to the town centre- 'Except for Access' or 'Except for Deliveries'- with the potential to enforce the restrictions through the application of Automatic Number Plate Recognition (ANPR) systems which would automatically generate fines should vehicles contravene the restrictions.

The application of a 7.5t weight restriction within the built up area of Uppingham- from the junction with the A47 to the north, to the junction with the proposed bypass to the south would help to transfer the majority of HGV movements onto a proposed bypass, whilst retaining local access to the town centre for deliveries. In turn, revenue generated from the NPR scheme would potentially enable subsequent improvements to the town centre in terms of public realm enhancement, and improvements to pedestrian and cycle connectivity.

### 4.4 RAG Assessment

In this section of the report, Arup have undertaken a Red, Amber, Green (RAG) appraisal of the three proposed bypass options, using various criteria to help inform the assessment process against the base case (existing) scenario.

Overarching topics for appraisal are Economic, Environmental and Social, which include criteria such as:

- Traffic volumes and operation;
- Journey time / journey distance;
- Connectivity;
- Broad environmental constraints and impacts;
- Severance.

Options have been compared against the existing road network. In this appraisal, a red score means a worsening compared to the existing network, an amber score means neutral and a green score indicates an improvement.

Table 2: RAG Assessment of Proposed Bypass Options

Impacts		Summary of key impacts			RAG Assessment		
		Option 1	Option 1A	Option 2	Opt 1	Opt 1A	Opt 2
Economy	Reliability impact on users	All options provide improvements to all road users due to removal of constraints, i.e. avoiding Uppingham town centre and a reduction in traffic passing through town centre. HGVs still requiring access to the town centre would benefit from a reduction in congestion within Uppingham itself.					
	Regeneration	Alignment of proposed bypass could help achieve residential expansion to west of Uppingham town centre, in line with local plan aspirations	Potential future tie-in of bypass to aspirational extension to Station Road industrial area. No current link to local plan expansion				
Environmental	Noise	Proposed alignment in proximity to built-up area of Uppingham. Potential effects could be mitigated through landscaping and bunds	Least impact on existing built up area of Uppingham				
	Air Quality	All options have the potential to provide improvements to air quality along the A6003 within Uppingham town centre, through the removal of significant volumes of through traffic and a reduction in stationary traffic locations. It is acknowledged that the bypass schemes would effectively displace potential air quality issues, however this displacement would occur within areas further from residential or built-up areas. Furthermore, the bypass alignments would enable congestion and delay to be reduced, minimising volumes of stationary traffic at junctions within Uppingham.					
	Landscape	Low-medium impact on landscape, with potential to vary alignment to avoid specific areas if required	Worst impact on landscape. Cut / fill and elevated structures to east of Uppingham				
	Townscape	Removal of traffic from the A6003 throughout Uppingham town centre allows multiple potential improvements, such as removal / reallocation of carriageway space to improve the streetscape, or sustainable travel mode improvements.					
	Water Environment	Low-medium impact on water environment, with potential to vary alignment to avoid specific areas if required	Potentially higher water environment impacts due to increased requirement for cut / fill				

<b>Social</b>	Commuting and other users	All options result in improvement to public transport journey time reliability for north-south bus movements through Uppingham town centre, due to removal of traffic from the town centre. Public transport provision along the A6003 however is limited in frequency, so benefits would be minimal.					
	Journey length	Shortest overall diversion length	Second shortest diversion length	Longest diversion length			
	Potential for sustainable modes of travel	Potential for inclusion of sustainable modes to tie into potential development opportunities, such as improved walk / cycle links		Alignment does not serve built up area of Uppingham and provides no opportunities for sustainable modes to benefit residents			
	Affordability	Likely to be more achievable in terms of allowing construction of route in sections, potentially with contributions from developers		Significant costs anticipated through requirement for elevated section, and cut along route to north of valley			
	Severance	Alignment results in severance of Leicester Rd, and creation of lengths of stopped up road	Alignment retains access to Leicester Rd and avoids severance	Alignment results in severance of Lyddington Rd / Glaston Rd, and dead-end adjacent to Uppingham Community College			

The RAG assessment serves to highlight that Option 2 scores worse than the alternative options in most criteria, with few exceptions. In particular, it suffers in environmental and social criteria, with the most impact on landscape and severance.

Options 1 and 1A are relatively consistent in their scoring, with both alignments scoring well in terms of economic and environmental impacts, and Option 1A scoring marginally better than Option 1 in terms of minimising severance.

## 4.5 Cost Estimates

A high-level, broad cost estimate has been undertaken for the proposed bypass options. The estimated costs of each of the three options are summarised in the table below:

Table 3: Scheme Cost Estimates

Proposed Option	Cost (£ exc. VAT)
Option 1	<b>£12.9M</b>
Option 1A	<b>£13.2M</b>
Option 2	<b>£40.8M</b>

### Notes:

- The costs for each option include 25% allowance for contractor preliminaries, overheads and profit and 10% traffic management;
- An optimism bias allowance of 44% has been included for in line with HM Treasury Green Book Supplementary Guidance;
- No allowance has been made for inflation, land costs, legal fees, utility diversions or new utilities / drainage, third party fees, design or maintenance costs / commuted sums;
- No allowance has been made for improvements / upgrades to the A47 / A6003 roundabout, which will likely be required to accommodate changes in traffic flow movements through the provision of a bypass;
- A broad allowance has been made for elevated structure where deemed necessary (Option 2); and
- An allowance has been made for street lighting costs.

A breakdown of the total cost for the options is included in Appendix B.



## 4.6 Risks

The following assumptions have been made in preparing this report:

- The proposals are based on OS mapping and the potential for accommodating the necessary infrastructure will need to be subsequently checked in following stages with a topographical survey;
- Privately owned land could be acquired to accommodate the proposed bypass alignments;
- There are no known significant environmental constraints which would impact on the proposals or prevent their construction.

The risks associated with each of the three bypass alignment options are shown in the table below, along with a high level judgment on the risk to the delivery of the project.

Table 4: Risks associated with each option

Option	Risks	Level of Risk (High, Medium, Low)
1	Impact on statutory utilities	M
	Cost uncertainty	M
	Delivery timeline uncertainty	M
	Councillor and public support unknown	M
	Third party land acquisition	H
	Severance of Leicester Road	H
	Securing funding	H
	Key stakeholder support (inc. planning and highway authorities, DfT)	H
1A	Impact on statutory utilities	M
	Cost uncertainty	M
	Delivery timeline uncertainty	M
	Councillor and public support unknown	M
	Third party land acquisition	H
	Securing funding	H
	Key stakeholder support (inc. planning and highway authorities, DfT)	H
2	Impact on statutory utilities	H
	Cost uncertainty	H
	Delivery timeline uncertainty	H
	Councillor and public support unknown	H

	Third party land acquisition	H
	Uncertainty over elevated structure requirements above valley	H
	Severance of numerous plots due to depth of cut required to accommodate alignment	H
	Securing funding	H
	Key stakeholder support (inc. planning and highway authorities, DfT)	H

## 4.7 Other considerations

The Covid-19 pandemic has seen a general reduction in traffic volumes particularly relating to commuter traffic. At this stage there remains considerable uncertainty as to whether traffic volumes will return to pre Covid-19 pandemic levels or remain lower. The lower traffic volumes are the less justification for any new highway infrastructure. However, traffic generated by future development will result in further increases in traffic volumes.

The climate agenda and the UK's commitment to net zero is focusing local transport scheme investment on sustainable modes rather than local road building schemes. Any future scheme development should consider sustainable transport needs and how this might be configured, either as part of any bypass or along the A6003 corridor through the town.

The strategic case for new transport infrastructure is intrinsically linked to new growth and development. There are plans to build circa 170 houses within the village of Uppingham within the period 2018-2026, of which a number have already been constructed. Notwithstanding existing transport issues as well as traffic impacts caused from development beyond Uppingham, a substantial increase in development within Uppingham would help strengthen the strategic case for new highway infrastructure.

## 5 Summary, Recommendations and Next Steps

### 5.1 Summary

A feasibility study was carried out to consider options to provide a bypass on a north-south alignment around Uppingham. The existing route through the town centre on the A6003 is known to be problematic in terms of HGV movements creating delays and congestion, and options were provided to alleviate this issue.

#### 5.1.1 Data Analysis

Environmental and traffic data was collected as available, and this showed that:

- There are no immediately obvious environmental constraints which would prevent the construction of a bypass alignment, subject to further detailed investigation; and
- There is evidence of peak hour tidal traffic flows along the A47, but in the absence of post Covid-19 pandemic traffic surveys including turning movement counts, there are no immediately obvious patterns of usage along the A6003 which would influence the bypass alignment.

#### 5.1.2 Proposed Options

The following three options were identified:

- Option 1: Western Bypass (severing Leicester Road);
- Option 1A: Western Bypass (avoiding Leicester Road); and
- Option 2: Eastern Bypass

An indicative / outline design was prepared for the options, and the advantages and disadvantages of all options were identified. In addition, a RAG assessment was undertaken along with a broad estimate of the cost and identification of risks to delivery. A high-level summary of each option is provided in Table 5 below.

Table 5: Overall Option Summary

Option	Pros	Cons	Cost	Risk
1	Minimises cut / fill, allows segmented construction approach, ties in with potential residential development, better serves existing residential areas	Proximity to built-up area, impacts plots of land adjacent to cricket club, severs Public Right of Way (PRoW) (Gipsy Hollow Lane) and Leicester Road	M	M

1A	Minimises cut / fill, allows segmented construction approach, ties in with potential residential development, better serves existing residential areas, avoids highlighted plots of land for future residential development, avoids severance of Leicester Rd	Proximity to built-up area, severs PRoW (Gipsy Hollow Lane)	M	M
2	Enables potential linkage with aspirational industrial expansion, reduced noise impact to residential area	Requires elevated structure and significant amounts of cut / fill, potential environmental impact, does not serve existing residential areas, severs two roads, longest route, highest cost	H	H

## 5.2 Recommendations

Option 1A, which proposes a western bypass that retains the current alignment of Leicester Road, is considered to provide the most benefits whilst minimising risks and impacts. The alignment could be constructed in a phased / staged approach to work around financial availability, and could tie into aspirational future residential expansion to the south-west side of Uppingham town centre. In turn, this approach offers potential tie-ins to developer led contributions and funding of the scheme. The alignment also attempts to maximise the area retained from plots of land highlighted by Uppingham Town Council as being potentially utilised for future residential development. At this early stage of feasibility study, Option 1A is estimated to cost approximately £13.2M to construct, however this figure has the potential to reduce as design progresses and risks / uncertainties are designed out.

Option 1, which also proposes a western bypass alignment is considered to offer the second-best approach, but results in increased detrimental impacts in terms of disruption to existing residential properties, through the proximity of the proposed bypass alignment and the severance of Leicester Road. The proposed bypass alignment also has a varying impact on the plots of land highlighted by Uppingham Town Council as being potentially used for ongoing residential development.

Option 2, which proposes an eastern bypass alignment, is expected to result in significantly increased impacts in terms of cut / fill requirements and the requirement for elevated structure to bridge the valley north of Seaton Road. The need for deep sections of cut would also result in increased severance of plots, where access to either side of the bypass alignment would potentially be unfeasible at certain locations, due to the scale of cut anticipated to accommodate the alignment. Furthermore, whilst it is recognised that an eastern bypass alignment could be utilised to improve access to an improved / extended Station Road industrial area, this is currently an aspirational scheme which does not have confirmed status or provide any detail on how it would connect to a bypass alignment. Additionally, a western bypass alignment would have limited benefit in terms of providing access to any future planned residential areas.

## 5.3 Next Steps

The level of risk associated with the development of a project will be higher during initial stages, due to the greater number of unknowns and assumptions. For a major scheme of this type, typical examples of uncertainties include a lack of detailed knowledge in terms of topography, ground conditions, and locations of protected wildlife species amongst others. Similarly, land ownership and the acquisition of land to accommodate a bypass alignment is a risk which can have a significant bearing on scheme costs.

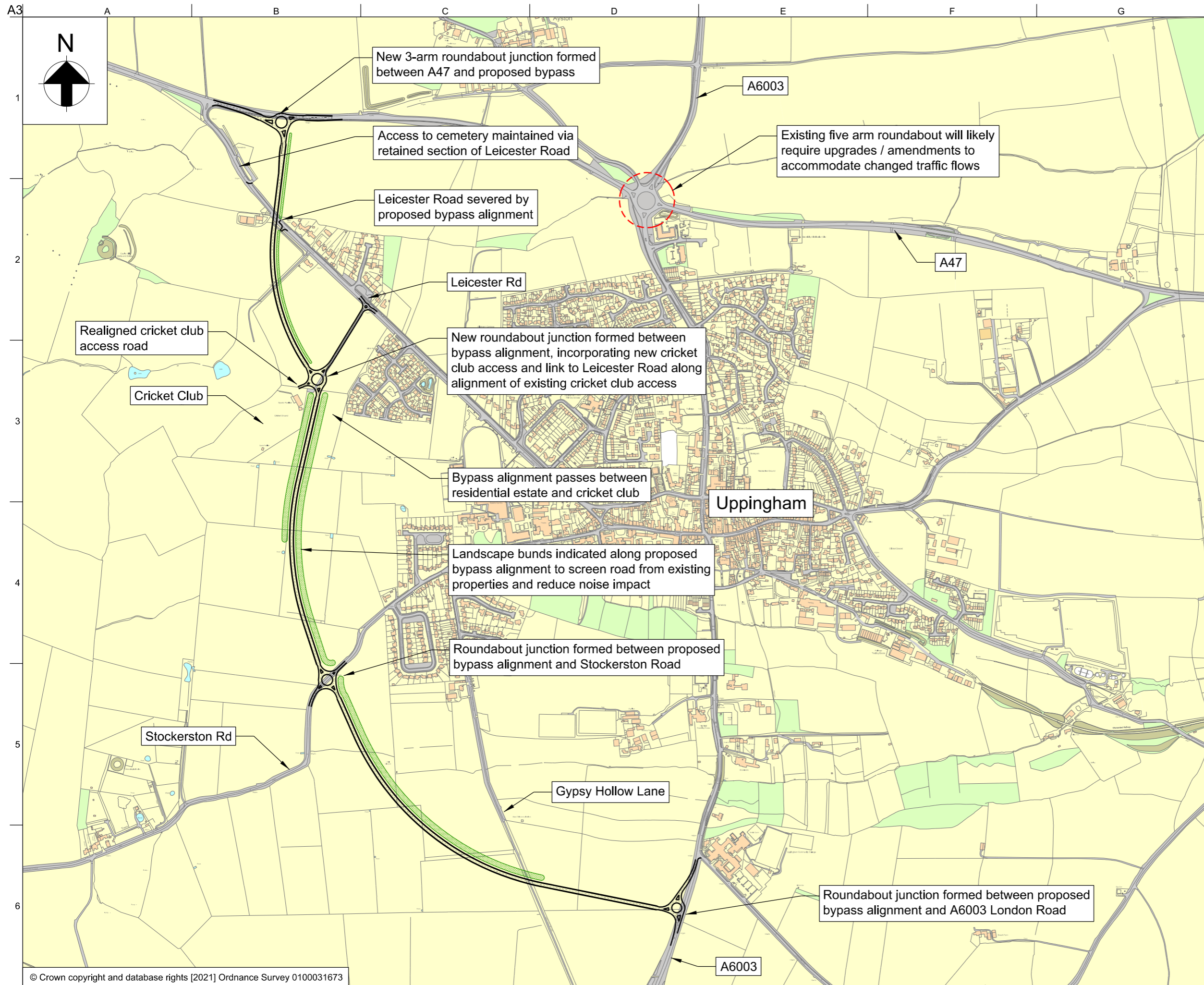
As such, should the project progress further, additional design work would be necessary to gather the required data. This process would enable risks to be ascertained and avoided or designed out as necessary, in turn potentially enabling reductions in cost.

Draft

## Appendix A

### Option Drawings

Draft



**Key:**  
 Indicative landscaping bunds

03	19/03/21	NS	BF	JO
Alignment Updated				
02	05/02/21	NS	BF	JO
Alignment Updated				
01	27/01/21	NS	BF	JO
First Issue				
Issue	Date	By	Chkd	Appd

**ARUP**  
 The Arup Campus, Blythe Gate, Blythe Valley Park  
 Solihull, West Midlands B90 8AE  
 T +44(0)121 213 3000 F +44(0)121 213 3001  
 www.arup.com  
 Client  
**Uppingham Town Council**

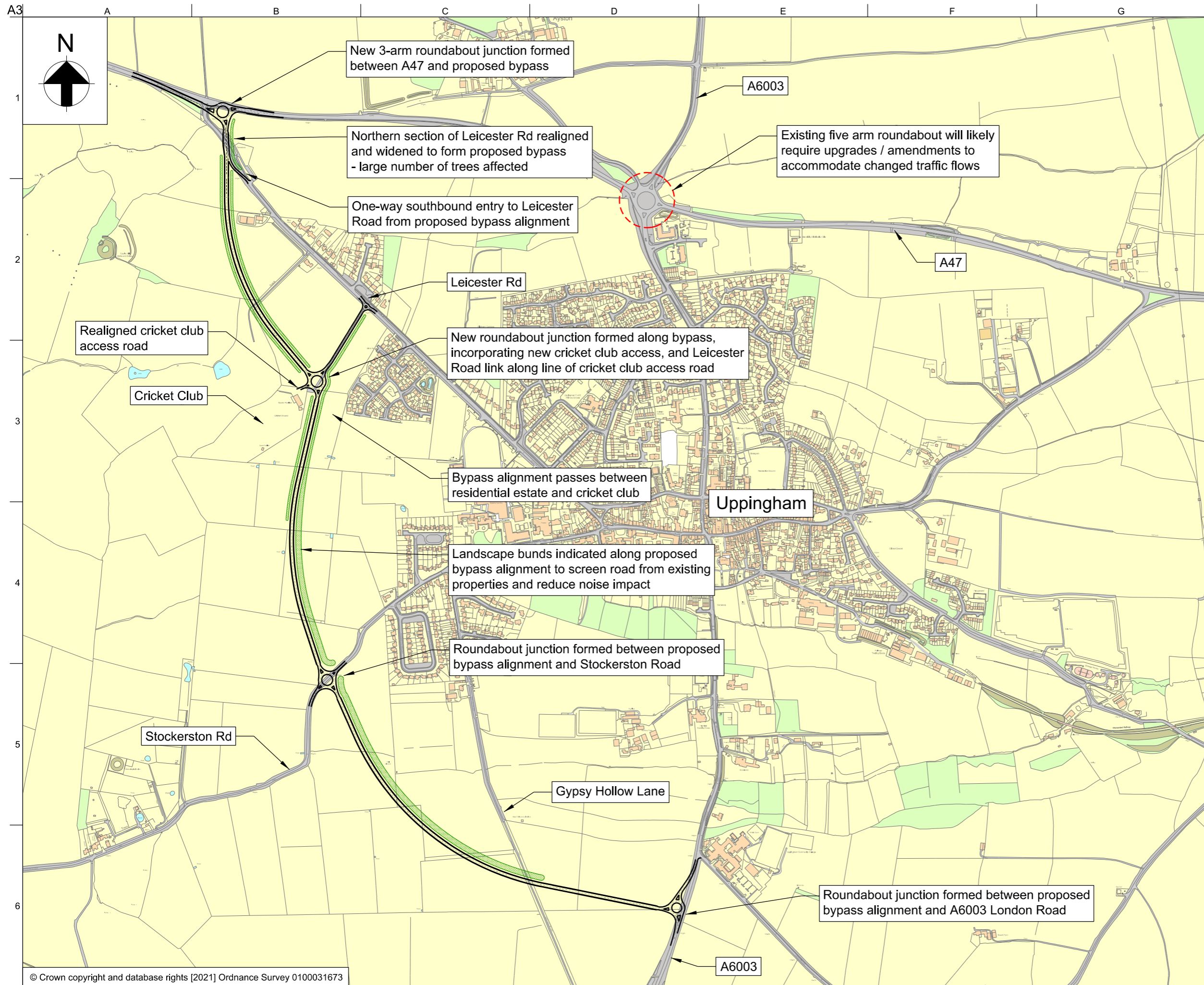
Job Title  
**Uppingham Bypass Study**

**Bypass Option 1  
 (Western Alignment)**

Scale at A3 N.T.S.

Discipline	Transport Planning
Job No	Drawing Status
<b>279631-00</b>	<b>Draft</b>
Drawing No	Issue
<b>CH001</b>	<b>03</b>

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**Key:**  
 Indicative landscaping bunds

03	19/03/21	NS	BF	JO
Alignment Updated				
02	05/02/21	NS	BF	JO
Alignment Updated				
01	27/01/21	NS	BF	JO
First Issue				
Issue	Date	By	Chkd	Appd

**ARUP**  
 The Arup Campus, Blythe Gate, Blythe Valley Park  
 Solihull, West Midlands B90 8AE  
 T +44(0)121 213 3000 F +44(0)121 213 3001  
 www.arup.com  
 Client  
**Uppingham Town Council**

Job Title  
**Uppingham Bypass Study**

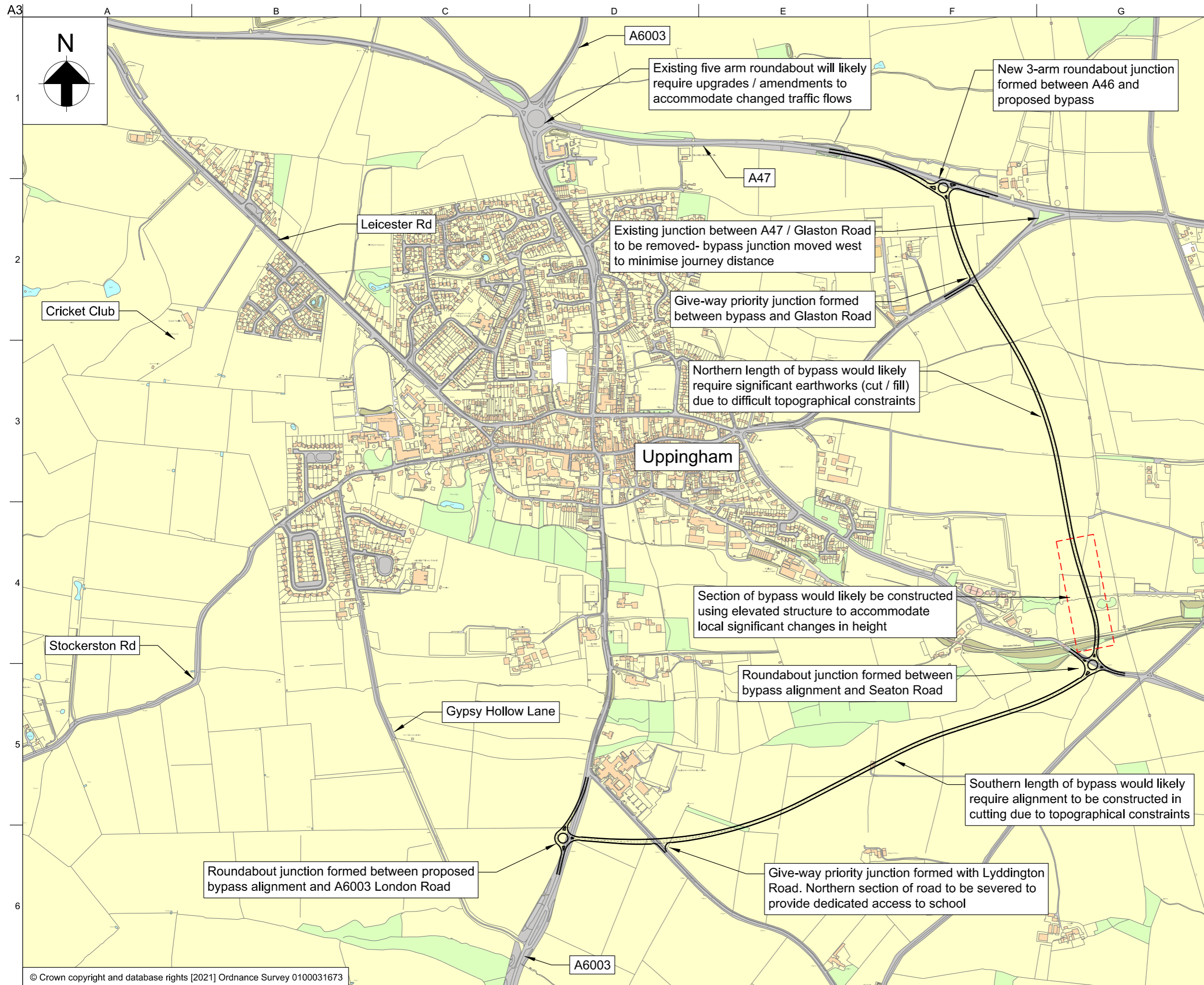
**Bypass Option 1A  
 (Western Alignment)**

Scale at A3 N.T.S.

Discipline	Transport Planning
Job No	Drawing Status
<b>279631-00</b>	<b>Draft</b>
Drawing No	Issue
<b>CH002</b>	<b>03</b>

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02	05/02/21	NS	BF	JO
Alignment Updated				
01	27/01/21	NS	BF	JO
First Issue				
Issue	Date	By	Chkd	Appd

# ARUP

The Arup Campus, Blythe Gate, Blythe Valley Park  
 Solihull, West Midlands B90 8AE  
 T +44(0)121 213 3000 F +44(0)121 213 3001  
 www.arup.com

Client  
**Uppingham Town Council**

Job Title  
**Uppingham Bypass Study**

**Bypass Option 2  
 (Eastern Alignment)**

Scale at A3	N.T.S.
Discipline	Transport Planning
Job No	Drawing Status
<b>279631-00</b>	<b>Draft</b>
Drawing No	Issue
<b>CH003</b>	<b>02</b>

## **Appendix B**

### **Cost Estimate Summary**

Draft

**HCC**

**279631-00**

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**Uppingham Bypass Study**

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**Preliminary Cost Estimate**

21/04/2021

**ARUP**

Client	HCC	279631-00
Job Title	Uppingham Bypass Study	
Document Title	Preliminary Cost Estimate	21/04/2021

## Introduction and Basis of Estimate

### Information on which Estimate is based

#### Drawings and Documents

Option 1	CH001.pdf
Option 1A	CH002.pdf
Option 2	CH003.pdf

### Pricing Information

Pricing is based on current rates from Arup in-house sources, Spon's 'External Works & Landscaping Price Book 2019' and 'Spon's Civil Engineering and Highway Works Price Book 2019'. The scheme is now at preliminary design therefore, this preliminary estimate is an outline cost estimate of the scheme based on limited information. The estimate represents Q3 2020

### Temporary Work

N/A

### Traffic Management

Traffic management- where necessary- is envisaged to be in the form of lane closure with access to frontages, temporary traffic lights or a combination of road closure with access to frontages and temporary traffic lights. The work is expected to be carried out during school break to minimise impacts where relevant. With a road closure, there will be minimal diversionary signs as we do not anticipate cars using the route as a shortcut or for daily commute.

### Preliminaries and Contractor's Overheads & Profit

25%

### Risk

An allowance has been made for Optimism Bias - No allowance has been made separately for Risk.

### Optimism Bias

An allowance has been included in line with HM Treasury Green Book Supplementary Guidance.

35%

### General Assumptions

Assumed that everything within the site clearance is not to be reused

An assumption of £2,300 per m2 has been included for above ground structure in Option 2

An allowance has been made for landscaping bunds

Assume that the number of road signs, bollards, road lighting are the same for each option

Assumed that the disposal off site is uncontaminated, un Hazardous waste

Assume that the disposal of the excavated material is to travel 10km

Tipping charges only apply to where there is excavation of roads

It is assumed normal ground conditions; no contamination

Road build up layers assumed:

Sub-base MOT type 1; spread and graded; 150mm thick

Dense Bitumen Macadam; Base to DfT Clause 903; 220 mm deep, AC32

Dense Bitumen Macadam; Binder Course to DfT Clause 904; 65 mm deep, AC20

Dense Bitumen Macadam; Surface Course to DfT Clause 909; 35 mm deep

Client	HCC	279631-00
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Document Title	Preliminary Cost Estimate	21/04/2021

Footpath (where provided) build up layers assumed:  
 Subbase to paved area; 100mm thick sand  
 Subbase to paved area, widened onto road; 100mm thick hard-core where footpath is widened onto the road  
 Bitumen macadam surfacing; binder course 50mm thick and surface course 20mm thick  
 400 x 400 x 50 tactile blister paving slabs on 50mm thick fine sand bed is assumed  
 Sign posts (where erected) have an assumed foundation of 0.2m<sup>3</sup>  
 Sign posts are assumed to be reflective, not lit, type C1 signs  
 Sign posts are assumed to have an 76mm outside diameter post  
 Assume that the lighting posts are 8m high with a single arm

**General Exclusions**

• Value Added Tax • Inflation costs • Fees to local authorities • Maintenance costs • Legal fees • Agents fees • Any other third party costs • Client internal costs • Groundwater Pumping • Services • Ecological & Environmental Mitigation • Land & compensation costs • Design

**Specific Exclusions**

Demolitions  
 Drainage  
 Planting  
 Improvements / amendments to A6003 / A47 roundabout  
 Contaminated ground  
 Utilities - diversions / new  
 Surveys/Tests/Analysis/etc.

**Ove Arup & Partners Ltd**  
 The Arup Campus, Blythe Gate, Blythe Valley Park, Solihull, West Midlands. B90 8AE  
 Tel +44 (0)121 213 3000 Fax +44 (0)121 213 3001  
 www.arup.com

# ARUP

Job Title:

**Uppingham Bypass Study**

Cost Plan:

**Preliminary Cost Estimate**

<i>Job No:</i>	<i>Sheet No:</i>
<b>279631-00</b>	<b>1</b>
<i>Element:</i>	<i>Base Date of Estimate:</i>
<b>All Options</b>	<b>Q1 2021</b>
<i>Made by:</i>	<i>Date:</i>
<b>NS</b>	<b>21/04/2021</b>

Description		Uppingham Bypass		
		Option 1	Option 1A	Option 2
<b><u>Net Construction Total (b/fwd)</u></b>		£6,562,912	£6,705,268	£20,637,288
Traffic Management	10%	£656,300	£670,500	£2,063,700
<b><u>Net Construction Total</u></b>		<b>£7,219,212</b>	<b>£7,375,768</b>	<b>£22,700,988</b>
Preliminaries & Contractors OHP	25%	£1,804,800	£1,843,900	£5,675,200
<b><u>Sub-total</u></b>		<b>£9,024,012</b>	<b>£9,219,668</b>	<b>£28,376,188</b>
Optimism Bias	44%	£3,970,600	£4,056,700	£12,485,500
<b>TOTAL (£)</b>		<b>£12,995,000</b>	<b>£13,276,000</b>	<b>£40,862,000</b>

Job Title:

**Uppingham Bypass Study**

Cost Plan:

**Preliminary Cost Estimate**

Job No:

**279631-00**

Element:

**Option 1**

Made by:

**NS**

Sheet No:

**1**

Base Date of Estimate:

**Q1 2021**

Date:

**21/04/2021**

<b>Option 1: Western Bypass (severing Leicester Rd)</b>				
Item	Qty	Unit	Rate	Cost
<b>Series 200 - General Site Clearance</b>				
Remove low level fencing	200.00	m	18.26	£3,652.00
Removal of road signs	5.00	nr	76.81	£384.05
Removal of road lighting	5.00	nr	172.67	£863.35
Removal of existing road markings	1.00	nr	2500.00	£2,500.00
Remove existing precast concrete kerbs	650.00	m	7.49	£4,868.50
Remove existing edging kerbs	250.00	m	5.75	£1,437.50
<b>Series 300 - Fencing</b>				
Low level fencing	250.00	m	21.68	£5,420.22
Concrete foundation for timber posts	85.00	nr	2.88	£245.00
<b>Series 600 - Earthworks</b>				
Excavating for road build up	22000.00	m <sup>3</sup>	9.20	£202,400.00
Extra over excavation of hard material		m <sup>3</sup>	83.06	£0.00
Disposal of excavated material	1500.00	m <sup>3</sup>	30.36	£45,540.00
Tipping charges (assumed non hazardous)	1500.00	m <sup>3</sup>	34.98	£52,470.00
Landfill Tax (inactive or inert material)	1500.00	m <sup>3</sup>	8.00	£12,000.00
Road build up imported fill of 6N	30000.00	m <sup>3</sup>	25.75	£772,500.00
Compaction of fill	50000.00	m <sup>3</sup>	3.31	£165,500.00
Road build up capping material	5000.00	m <sup>3</sup>	43.01	£215,050.00
Verge build up imported fill	18000.00	m <sup>3</sup>	27.51	£495,180.00
Landform build-up	1.00	nr	250000.00	£250,000.00
Topsoil	4000.00	m <sup>2</sup>	7.73	£30,920.00
<b>Series 700 - Pavements</b>				
Sub-base MOT type 1; spread and graded; 150mm thick	30000.00	m <sup>3</sup>	39.65	£1,189,500.00
Dense Bitumen Macadam; Base to DfT Clause 903; 220 mm deep, AC32	40000.00	m <sup>2</sup>	47.08	£1,883,200.00
Dense Bitumen Macadam; Binder Course to DfT Clause 904; 65 mm deep, AC20	40000.00	m <sup>2</sup>	13.26	£530,400.00
Dense Bitumen Macadam; Surface Course to DfT Clause 909; 35 mm deep	40000.00	m <sup>2</sup>	10.57	£422,800.00
Red Surfacing		m <sup>2</sup>	22.00	£0.00
<b>Series 1100 - Kerbs</b>				
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12 m radius; 150 x 305 mm	5500.00	m	27.16	£149,380.00
Install drop kerb; 150 x 305mm	100.00	m	46.97	£4,697.00
Saw cutting		m	8.66	
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Edgings; laid straight or curved exceeding 12 m radius; 150x50mm	400.00	m	9.19	£3,676.00
Subbase to paved area; 150mm Type 1	250.00	m <sup>2</sup>	5.95	£1,486.88
Bitumen macadam surfacing; binder course 40mm thick and surface course 20mm thick	250.00	m <sup>2</sup>	23.81	£5,952.50
400 x 400 x 50 tactile blister paving slabs on 50mm thick fine sand bed	20.00	m <sup>2</sup>	53.45	£1,069.00
Footpath Reinstatement from existing PROW	400.00	m <sup>2</sup>	25.40	£10,160.00

<u>Series 1200 - Signage/road markings</u>				
Parking bay markings		m	1.75	
White road markings	10000.00	m	1.75	£17,500.00
Double yellow lines		m	1.94	
Arrows	20.00	nr	18.00	£360.00
Roundels / cycle symbols		nr	75.27	
Signage	10.00	nr	180.00	£1,800.00
<u>Series 1300 - Street Lighting / crossings</u>				
Road Lighting	40.00	nr	2000.00	£80,000.00
<b>Total</b>				<b>£6,562,912.00</b>



Job Title:

**Uppingham Bypass Study**

Cost Plan:

**Preliminary Cost Estimate**

Job No:

**279631-00**

Element:

**Option 1A**

Made by:

**NS**

Sheet No:

**1**

Base Date of Estimate:

**Q1 2021**

Date:

**21/04/2021**

**Option 1A: Western Bypass (avoiding Leicester Rd)**

Item	Qty	Unit	Rate	Cost
<b>Series 200 - General Site Clearance</b>				
Remove low level fencing	150.00	m	18.26	£2,739.00
Removal of road signs	5.00	nr	76.81	£384.05
Removal of road lighting	5.00	nr	172.67	£863.35
Removal of existing road markings	1.00	nr	2500.00	£2,500.00
Remove existing precast concrete kerbs	850.00	m	7.49	£6,366.50
Remove existing edging kerbs	300.00	m	5.75	£1,725.00
<b>Series 300 - Fencing</b>				
Low level fencing	200.00	m	21.68	£4,336.17
Concrete foundation for timber posts	65.00	nr	2.88	£187.36
<b>Series 600 - Earthworks</b>				
Excavating for road build up	23000.00	m <sup>3</sup>	9.20	£211,600.00
Extra over excavation of hard material		m <sup>3</sup>	83.06	£0.00
Disposal of excavated material	1500.00	m <sup>3</sup>	30.36	£45,540.00
Tipping charges (assumed non hazardous)	1500.00	m <sup>3</sup>	34.98	£52,470.00
Landfill Tax (inactive or inert material)	1500.00	m <sup>3</sup>	8.00	£12,000.00
Road build up imported fill of 6N	30000.00	m <sup>3</sup>	25.75	£772,500.00
Compaction of fill	50000.00	m <sup>3</sup>	3.31	£165,500.00
Road build up capping material	5000.00	m <sup>3</sup>	43.01	£215,050.00
Verge build up imported fill	19000.00	m <sup>3</sup>	27.51	£522,690.00
Landform build-up	1.00	nr	250000.00	£250,000.00
Topsoil	4000.00	m <sup>2</sup>	7.73	£30,920.00
<b>Series 700 - Pavements</b>				
Sub-base MOT type 1; spread and graded; 150mm thick	32500.00	m <sup>3</sup>	39.65	£1,288,625.00
Dense Bitumen Macadam; Base to DfT Clause 903; 220 mm deep, AC32	40000.00	m <sup>2</sup>	47.08	£1,883,200.00
Dense Bitumen Macadam; Binder Course to DfT Clause 904; 65 mm deep, AC20	40000.00	m <sup>2</sup>	13.26	£530,400.00
Dense Bitumen Macadam; Surface Course to DfT Clause 909; 35 mm deep	40000.00	m <sup>2</sup>	10.57	£422,800.00
Red Surfacing		m <sup>2</sup>	22.00	£0.00
<b>Series 1100 - Kerbs</b>				
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12 m radius; 150 x 305 mm	5750.00	m	27.16	£156,170.00
Install drop kerb; 150 x 305mm	100.00	m	46.97	£4,697.00
Saw cutting		m	8.66	
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Edgings; laid straight or curved exceeding 12 m radius; 150x50mm	400.00	m	9.19	£3,676.00
Subbase to paved area; 150mm Type 1	250.00	m <sup>2</sup>	5.95	£1,486.88
Bitumen macadam surfacing; binder course 40mm thick and surface course 20mm thick	250.00	m <sup>2</sup>	23.81	£5,952.50
400 x 400 x 50 tactile blister paving slabs on 50mm thick fine sand bed	20.00	m <sup>2</sup>	53.45	£1,069.00
Footpath Reinstatement from existing PROW	400.00	m <sup>2</sup>	25.40	£10,160.00

<u>Series 1200 - Signage/road markings</u>				
Parking bay markings		m	1.75	
White road markings	10000.00	m	1.75	£17,500.00
Double yellow lines		m	1.94	
Arrows	20.00	nr	18.00	£360.00
Roundels / cycle symbols		nr	75.27	
Signage	10.00	nr	180.00	£1,800.00
<u>Series 1300 - Street Lighting / crossings</u>				
Road Lighting	40.00	nr	2000.00	£80,000.00
<b>Total</b>				<b>£6,705,267.81</b>

Job Title:

**Uppingham Bypass Study**

Cost Plan:

**Preliminary Cost Estimate**

Job No:

**279631-00**

Element:

**Option 2**

Made by:

**NS**

Sheet No:

**1**

Base Date of Estimate:

**Q1 2021**

Date:

**21/04/2021**

<b>Option 2: Eastern Bypass</b>				
Item	Qty	Unit	Rate	Cost
<b>Series 200 - General Site Clearance</b>				
Remove low level fencing	450.00	m	18.26	£8,217.00
Removal of road signs	5.00	nr	76.81	£384.05
Removal of road lighting	5.00	nr	172.67	£863.35
Removal of existing road markings	1.00	nr	2500.00	£2,500.00
Remove existing precast concrete kerbs	1100.00	m	7.49	£8,239.00
Remove existing edging kerbs	300.00	m	5.75	£1,725.00
<b>Series 300 - Fencing</b>				
Low level fencing		m	21.68	£0.00
Concrete foundation for timber posts		nr	2.88	£0.00
<b>Series 600 - Earthworks</b>				
Excavating for road build up	360000.00	m <sup>3</sup>	9.20	£3,312,000.00
Extra over excavation of hard material	1500.00	m <sup>3</sup>	83.06	£124,590.00
Disposal of excavated material	60000.00	m <sup>3</sup>	30.36	£1,821,600.00
Tipping charges (assumed non hazardous)	60000.00	m <sup>3</sup>	34.98	£2,098,800.00
Landfill Tax (inactive or inert material)	60000.00	m <sup>3</sup>	8.00	£480,000.00
Road build up imported fill of 6N	40000.00	m <sup>3</sup>	25.75	£1,030,000.00
Compaction of fill	300000.00	m <sup>3</sup>	3.31	£993,000.00
Road build up capping material	6500.00	m <sup>3</sup>	43.01	£279,565.00
Verge build up imported fill	20000.00	m <sup>3</sup>	27.51	£550,200.00
Landform build-up	1.00	nr	250000.00	£250,000.00
Topsoil	4000.00	m <sup>2</sup>	7.73	£30,920.00
<b>Series 700 - Pavements</b>				
Sub-base MOT type 1; spread and graded; 150mm thick	33500.00	m <sup>3</sup>	39.65	£1,328,275.00
Dense Bitumen Macadam; Base to DfT Clause 903; 220 mm deep, AC32	42000.00	m <sup>2</sup>	47.08	£1,977,360.00
Dense Bitumen Macadam; Binder Course to DfT Clause 904; 65 mm deep, AC20	42000.00	m <sup>2</sup>	13.26	£556,920.00
Dense Bitumen Macadam; Surface Course to DfT Clause 909; 35 mm deep	42000.00	m <sup>2</sup>	10.57	£443,940.00
Red Surfacing		m <sup>2</sup>	22.00	£0.00
<b>Series 1100 - Kerbs</b>				
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Kerbs; bullnosed, splayed or half battered; laid straight or curved exceeding 12 m radius; 150 x 305 mm	5900.00	m	27.16	£160,244.00
Install drop kerb; 150 x 305mm	100.00	m	46.97	£4,697.00
Saw cutting		m	8.66	
Precast concrete units; BS 7263; bedded jointed and pointed in cement mortar; Edgings; laid straight or curved exceeding 12 m radius; 150x50mm		m	9.19	
Subbase to paved area; 150mm Type 1	250.00	m <sup>2</sup>	5.95	£1,486.88
Bitumen macadam surfacing; binder course 40mm thick and surface course 20mm thick	250.00	m <sup>2</sup>	23.81	£5,952.50
400 x 400 x 50 tactile blister paving slabs on 50mm thick fine sand bed	20.00	m <sup>2</sup>	53.45	£1,069.00
Footpath Reinstatement from existing PROW	200.00	m <sup>2</sup>	25.40	£5,080.00

<u>Series 1200 - Signage/road markings</u>				
Parking bay markings		m	1.75	
White road markings	10000.00	m	1.75	£17,500.00
Double yellow lines		m	1.94	
Arrows	20.00	nr	18.00	£360.00
Roundels / cycle symbols		nr	75.27	
Signage	10.00	nr	180.00	£1,800.00
<u>Series 1300 - Street Lighting / crossings</u>				
Road Lighting	40.00	nr	2000.00	£80,000.00
Bridge structure allowance	2200.00	m2	2300.00	£5,060,000.00
	<b>Total</b>			<b>£20,637,287.78</b>

Job Title:

**Uppingham Bypass Study**

Cost Plan:

**Preliminary Cost Estimate**

Job No:

**279631-00**

Element:

**All Options**

Made by:

**NS**

Sheet No:

**1**

Base Date of Estimate:

**Q1 2018**

Date:

**09/04/2019**

**Based on the Supplementary Green Book Guidance**

**Table 3 OB Upper Bound Guidance for Civil Engineering - Standard Civil Engineering**

			Contributory Factors		Mitigation Factor	Resultant Factor
					1 = full mitigation	
					0 = no mitigation	
<b>1.0 Procurement</b>	1.1 ECI	1.1.1 Late Contractor involvement in Design	3	3	0	3
	1.2 Disputes and Claims Occur	1.2.1 Disputes over interim payments	21	7	0	7
		1.2.1 Claims for changes in scope		7	0	7
		1.2.3 Claims for late release of information		7	0	7
<b>2.0 project Specific</b>	2.1 Environmental Impact	2.1.1 Contamination	22	8	0	8
		2.1.2 Noise pollution		7	0.5	3.5
		2.1.3 Impact on wildlife		7	0.75	1.75
	2.2 Other	2.2.1 Other 1	18	6	0	6
		2.2.2 Other 2		6	0	6
		2.2.3 Other 3		6	0	6
<b>3.0 Client Specific</b>	3.1 Inadequacy of the business case	3.1.1 Number of services not anticipated	10	2.5	0	2.5
		3.1.2 Output specifications not defined clearly		2.5	0.5	1.25
		3.1.3 Oversight in facilities required		2.5	0.5	1.25
		3.1.4 Not all stakeholders were involved		2.5	0.5	1.25
	3.2 Poor Project Intelligence	3.2.1 Insufficient ground investigation	7	2	0	2
		3.2.2 Design based on insufficient site information		2	0	2
<b>4.0 Environmental</b>	4.1 Public Relations	4.1.1 Opposition for the local community	9	4.5	1	0
		4.1.2 Environmental protests		4.5	1	0
	4.2 Site Characteristics	4.2.1 Badger sets (etc.) within the site	3	1	1	0
		4.2.2 Underground streams require protection		1	1	0
		4.2.3 Difficulties in obtaining planning permission		1	0	1
	<b>5.0 External Influences</b>	5.1 Economic	5.1.1 Change in market demand	7	5	0.5
5.1.2 Crash in stock market			2		1	0
<b>Total</b>				<b>100</b>		<b>72</b>
<b>OB</b>				<b>44%</b>		<b>34.7%</b>

## Appendix C

### Traffic Data

Draft

**Multi-Day Volume Report LEICESTERSHIRE\_TEMP 000000700024 2019-08-29 to 2019-09-06**

Description A47, Uppingham Road, Bisbrooke, Nr Baulk Road, on Parking sign

Time Period 1 hour

<b>All directions</b>												
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2019-08-29	2019-08-30	2019-08-31	2019-09-01	2019-09-02	2019-09-03	2019-09-04	2019-09-05	2019-09-06	Workday	7 Day	Count
am Peak		10:00:00	11:00:00	11:00:00	07:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		747	698	676	833	851	834	867	830	822	681	
pm Peak		15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00		17:00:00	17:00:00	
Peak Volume		955	712	651	1045	900	866	957		905	820	
<b>Westbound</b>												
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2019-08-29	2019-08-30	2019-08-31	2019-09-01	2019-09-02	2019-09-03	2019-09-04	2019-09-05	2019-09-06	Workday	7 Day	Count
am Peak		08:00:00	11:00:00	11:00:00	07:00:00	08:00:00	07:00:00	07:00:00	08:00:00	08:00:00	08:00:00	
Peak Volume		419	380	355	499	480	483	536	499	480	401	
pm Peak		16:00:00	12:00:00	12:00:00	17:00:00	16:00:00	17:00:00	16:00:00		16:00:00	16:00:00	
Peak Volume		409	339	294	364	404	367	361		375	334	
<b>Eastbound</b>												
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	2019-08-29	2019-08-30	2019-08-31	2019-09-01	2019-09-02	2019-09-03	2019-09-04	2019-09-05	2019-09-06	Workday	7 Day	Count
am Peak		11:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	
Peak Volume		340	318	321	343	371	353	336	331	342	298	
pm Peak		15:00:00	12:00:00	12:00:00	17:00:00	17:00:00	17:00:00	17:00:00		17:00:00	17:00:00	
Peak Volume		574	373	357	681	532	499	624		542	486	

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

**None**

count_poin	direction_	year	count_date	hour	road_name	easting	northing	all_motor_
99523	E	2016	05/10/2016	8	A47	482420	300460	564
99523	E	2016	05/10/2016	17	A47	482420	300460	430
99523	W	2016	05/10/2016	8	A47	482420	300460	412
99523	W	2016	05/10/2016	17	A47	482420	300460	596
99942	N	2016	07/07/2016	8	A6003	486340	296000	338
99942	N	2016	07/07/2016	17	A6003	486340	296000	379
99942	S	2016	07/07/2016	8	A6003	486340	296000	340
99942	S	2016	07/07/2016	17	A6003	486340	296000	298
38029	N	2018	20/04/2018	8	A6003	487563	304502	510
38029	N	2018	20/04/2018	17	A6003	487563	304502	489
38029	S	2018	20/04/2018	8	A6003	487563	304502	560
38029	S	2018	20/04/2018	17	A6003	487563	304502	557

		AM	PM
A47 West	Eastbound	564	430
	Westbound	412	596
		AM	PM
A6003 (S)	Northbound	338	379
	Southbound	340	298
		AM	PM
A6003 (N)	Northbound	510	489
	Southbound	560	557

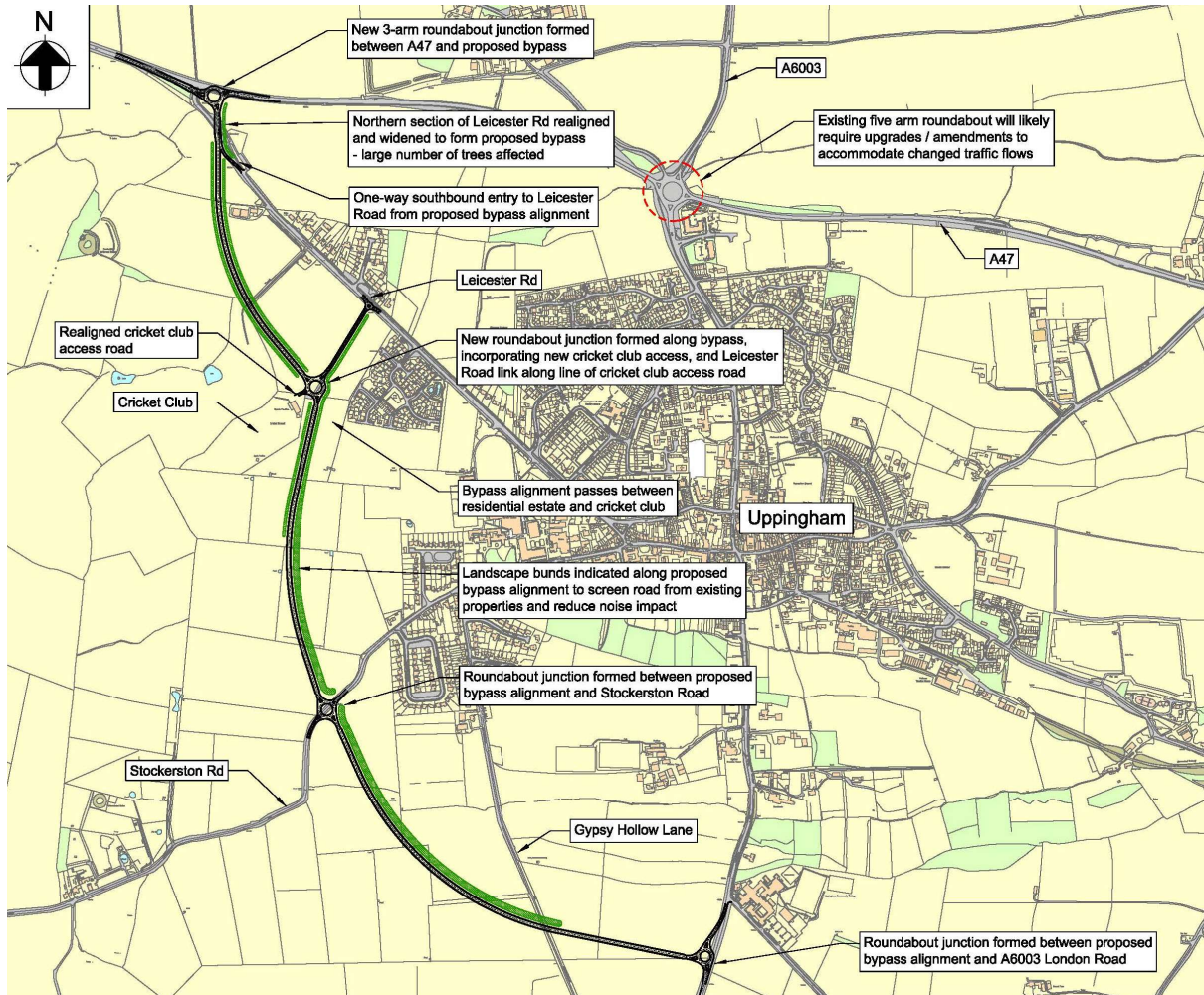


Site	Date	LaneDescription	Direction	D Class	value_08:(value_17:0 LA	Source Type
700024	28/01/2013	Eastbound	East	Total Volume	433	Leicestershire pvr
700024	28/01/2013	Westbound	West	Total Volume	396	Leicestershire pvr
700024	29/01/2013	Eastbound	East	Total Volume	439	313 Leicestershire pvr
700024	29/01/2013	Westbound	West	Total Volume	321	423 Leicestershire pvr
700024	30/01/2013	Eastbound	East	Total Volume	412	324 Leicestershire pvr
700024	30/01/2013	Westbound	West	Total Volume	331	451 Leicestershire pvr
700024	31/01/2013	Eastbound	East	Total Volume	409	311 Leicestershire pvr
700024	31/01/2013	Westbound	West	Total Volume	329	434 Leicestershire pvr
700024	01/02/2013	Eastbound	East	Total Volume	434	334 Leicestershire pvr
700024	01/02/2013	Westbound	West	Total Volume	323	458 Leicestershire pvr
700024	04/02/2013	Eastbound	East	Total Volume	424	305 Leicestershire pvr
700024	04/02/2013	Westbound	West	Total Volume	329	424 Leicestershire pvr
700024	05/02/2013	Eastbound	East	Total Volume	401	305 Leicestershire pvr
700024	05/02/2013	Westbound	West	Total Volume	347	421 Leicestershire pvr
700024	06/02/2013	Eastbound	East	Total Volume	437	Leicestershire pvr
700024	06/02/2013	Westbound	West	Total Volume	325	Leicestershire pvr
700024	21/06/2016	Eastbound	East	Total Volume		485 Leicestershire pvr
700024	21/06/2016	Westbound	West	Total Volume		337 Leicestershire pvr
700024	22/06/2016	Eastbound	East	Total Volume	367	470 Leicestershire pvr
700024	22/06/2016	Westbound	West	Total Volume	397	357 Leicestershire pvr
700024	23/06/2016	Eastbound	East	Total Volume	375	455 Leicestershire pvr
700024	23/06/2016	Westbound	West	Total Volume	398	381 Leicestershire pvr
700024	24/06/2016	Eastbound	East	Total Volume	328	490 Leicestershire pvr
700024	24/06/2016	Westbound	West	Total Volume	385	376 Leicestershire pvr
700024	27/06/2016	Eastbound	East	Total Volume	383	472 Leicestershire pvr
700024	27/06/2016	Westbound	West	Total Volume	438	317 Leicestershire pvr
700024	28/06/2016	Eastbound	East	Total Volume	363	449 Leicestershire pvr
700024	28/06/2016	Westbound	West	Total Volume	419	345 Leicestershire pvr
700024	29/06/2016	Eastbound	East	Total Volume	374	456 Leicestershire pvr
700024	29/06/2016	Westbound	West	Total Volume	430	372 Leicestershire pvr
700024	30/06/2016	Eastbound	East	Total Volume	366	Leicestershire pvr
700024	30/06/2016	Westbound	West	Total Volume	410	Leicestershire pvr

	AM	PM
Eastbound	394	400
Westbound	370	392

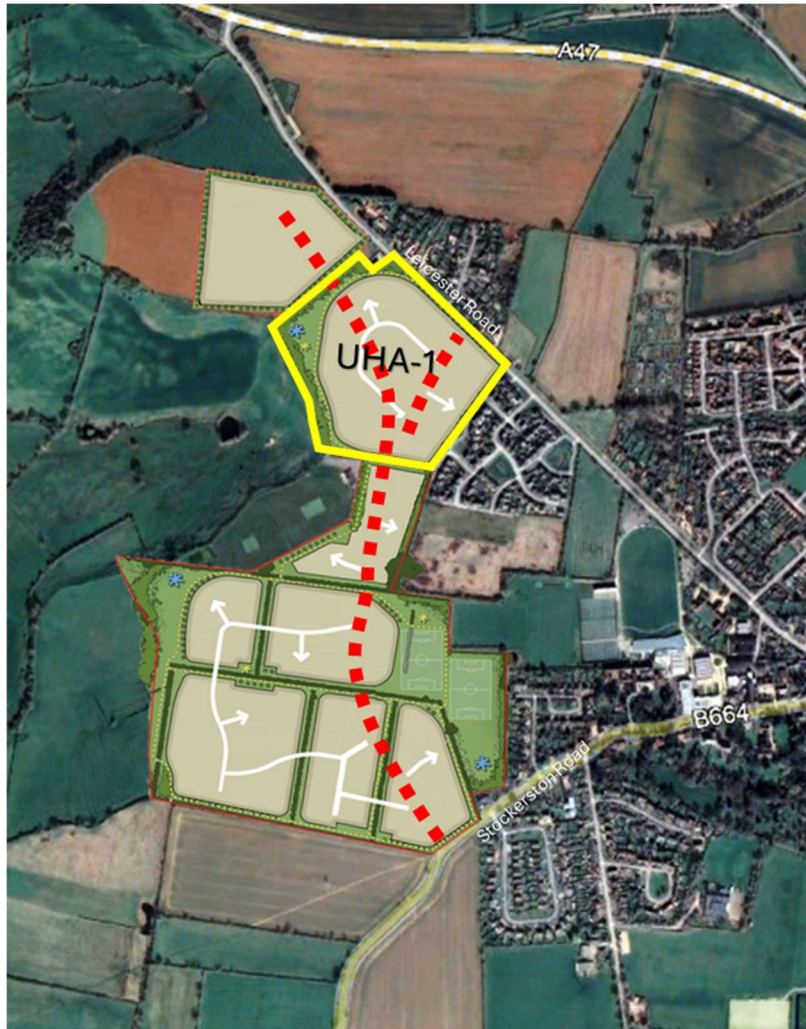
**Appendix B2 - Option 1A Taken From The 2021 ARUP Uppingham Bypass Study  
(Page 35)**

The indicative line proposed by ARUP for Option 1A.



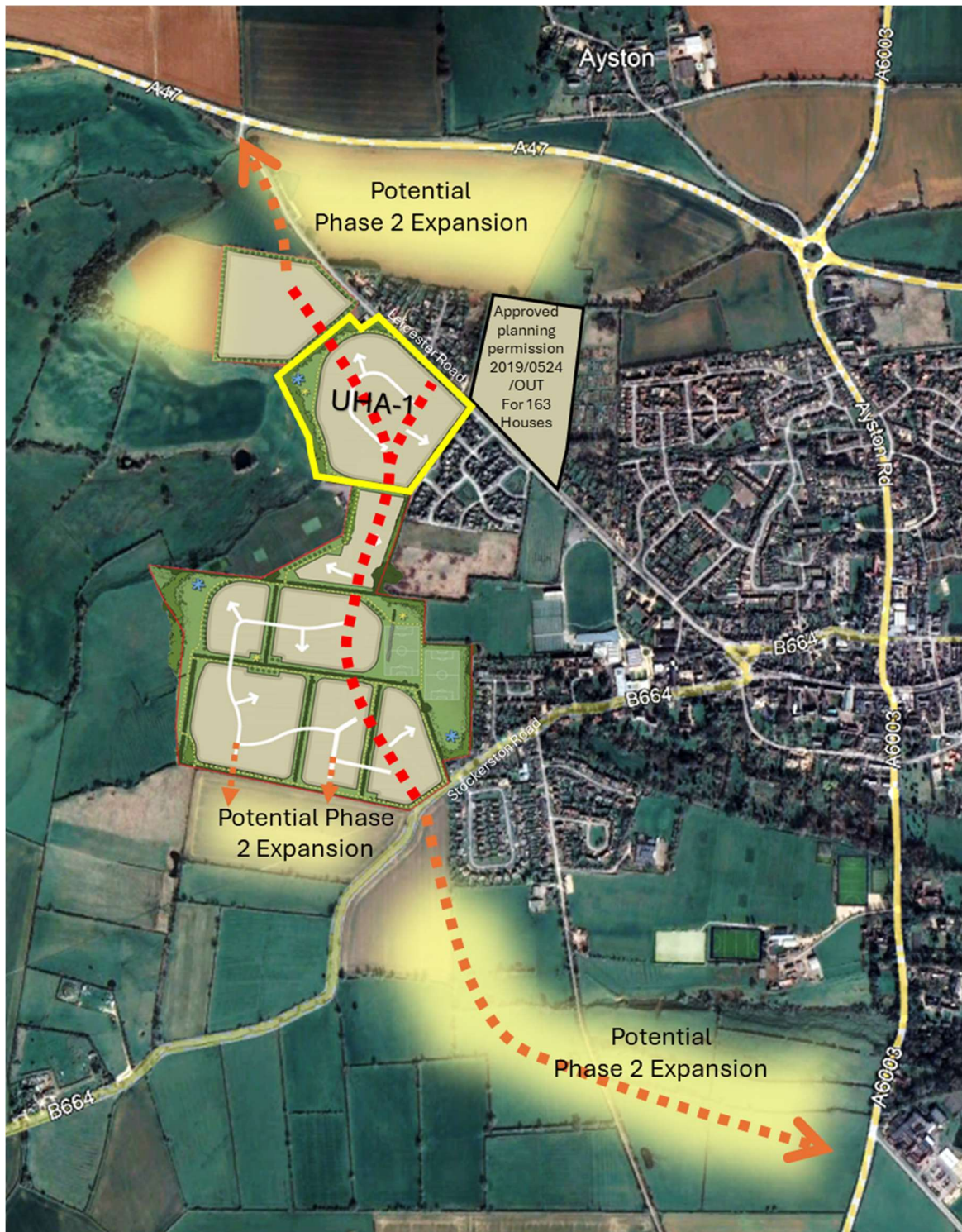
## Appendix C - Concept Master Plan Of The Site

The Concept Master Plan of the Site outlines the strategic vision for the development, showcasing the proposed layout and its relationship to the location of draft policy UHA-1 allocation (bordered in yellow).



## Appendix D

Vision Plan showing potential Phase 1 & Phase 2 together with indicative line of western link road to Uppingham. Potential Phase 2 expansion locations are shown shaded in yellow. Possible extensions to the link road to join the A47 to A6003 is shown in orange, which reflects the ARUP 2021 Uppingham Bypass Study.



## Appendix E

### **The full amendments to full text of Policy SS1 and SS4**

To make to Regulation 19 Proposed Submission Plan sound Policy SS1 should be amended as suggested below and the Site included as a Proposed Future Opportunity Area within Policy SS4

#### **Suggested amendments to make Policy SS1 sound (in red):**

**A) THE MAJORITY OF NEW DEVELOPMENT WILL BE FOCUSED WITHIN OR ON LAND ADJACENT TO THE PLANNED LIMITS OF DEVELOPMENT (PLDS) OF OAKHAM (AND BARLEYTHORPE) AND THE LAND WEST OF UPPINGHAM, AND ON LAND ADJACENT TO STAMFORD NORTH AS PART OF AN URBAN EXTENSION. THIS WILL BE MET BY ALLOCATED SITES (SEE POLICIES H1, H2 AND E1) AND THROUGH WINDFALLS ON SITES COMPLIANT WITH THE OTHER POLICIES IN THIS PLAN.**

#### **Suggested amendments to Policy SS4 (in red):**

Large scale development and new settlements

What will this policy do?

This policy establishes the parameters for considering and taking forward large-scale development proposals at St George's Barracks once it is vacated by the Ministry of Defence for land at Woolfox adjacent to the A1 which has been proposed for a new settlement **and for land adjoining the western edge of Uppingham between the A6003 to the south and the A 47 to the north**. No allocation is made for these sites in this Local Plan. Instead, they have been identified as a Future Opportunity Areas.

Policy SS4 provides a framework to help ensure any development is sustainable and holistically planned. It is expected that St Georges Barracks site will be vacated by the MOD by 2026; at that time, it would constitute "previously developed land" (a brownfield site). The Woolfox site includes a former WWII airfield, it is considered to be greenfield. **The land west of Uppingham is greenfield.**

The Council is mindful of potential increases in the Local Housing Need for Rutland and neighbouring areas as set out in the Government's consultation on proposed reforms to the National Planning Policy Framework and other changes to the planning system. There is potential for each or all these sites to help meet future housing and economic development needs. In so doing, this would ease the pressure for future development on the edges of the County's towns and villages.

However, there are considerable complexities in considering the future use and development of each of these sites.

It is proposed that these matters can be explored in greater detail through the preparation of a separate masterplan for each site as either a separate Development Plan Document (DPD), or

as part of an early review of the Local Plan. Policy SS4 – Future Opportunity Areas St. George’s Barracks an area of land at Woolfox and the land west of Uppingham are identified as future opportunity areas, defined on the Policies Map as SS4.

This policy provides a framework to help ensure any redevelopment is sustainable and holistically planned and is aligned to the spatial strategy set out in this plan. The preparation of a masterplan as part of an early review of the Local Plan or as a separate Development Plan Document will be required prior to a planning application being submitted. Major development proposals on the Site not detailed in the approved masterplan, or any proposals that will result in a conflict between uses, will not be supported.

The mix of uses and scale of development on each site will be determined by the masterplan approach set out above.

The land west of Uppingham would be developed as a first Phase comprising the land north of Stockerston Road through to Leicester Road and would provide the first part of the proposed Uppingham western link road. although this will be determined within the proposed masterplan approach through a separate Development Plan Document or through an early review to this plan, once environmental considerations have been taken into account.

Site masterplans will be expected to:

- a) set out the phasing, layout, mix and scale of uses, including the relationship with existing uses;
- b) ensure a balanced and inclusive community, providing a mix of the type and tenure of uses. Where this includes housing, it will be expected to meet the needs of all sections of the community (including provision for Gypsy, Traveller and Travelling Show people accommodation) alongside the provision and promotion of opportunities for employment;
- c) establish design parameters covering building heights, materials, landscaping, circulation, key features, and views, creating a distinctive environment respecting the site’s designated and non-designated heritage assets;
- d) assess impacts on the landscape, views into and out of the site and proposed mitigation to make any impacts acceptable;
- e) demonstrate how the scheme will protect and enhance the natural environment and ecological networks, including the presence of any significant or protected habitat and or species, ensuring a minimum 10% biodiversity net gain and an assessment of likely impacts on ecology generally and on Rutland Water with proposed mitigation measures;
- f) Provides a network of quality multifunctional green infrastructure and high-quality open spaces with green access routes linking to nearby settlements and the wider countryside (for St George’s Barracks these should be away from Rutland Water).
- g) an evaluation of heritage assets on and off site, including their settings, and known and potential archaeological assets and an understanding of how the historic use and layout of the site may be reflected in the design and layout of new development;
- h) detail the delivery of an appropriate amount and range of infrastructure to support the uses and community on the site which must be delivered in tandem with or ahead of development;
- i) provide a detailed transport assessment including proposals for the delivery of sustainable transport and active travel linking the development with other key

- settlements in Rutland to ensure that reliance on the private car is minimised on the site;
- j) be supported by a site-specific energy and embodied carbon strategy for the site which investigates the opportunities on the site to deliver net zero carbon development including the potential to offset the energy use of existing homes on the site;
- k) detail the engagement that has taken place with the surrounding community and necessary infrastructure providers and how any necessary mitigation identified have been incorporated in the masterplan;
- l) demonstrate that adequate utilities provision can be achieved in a timely manner to service and support the scale of development proposed;
- m) set out details of phasing of development and infrastructure and construction management plans including assessment of the impact on the community;
- n) address issues related to impact on safeguarded mineral reserves;
- o) provide a clear demonstration that the proposed scheme will be deliverable and viable; and
- p) detail how the scheme will satisfy the policies of the Local Plan and relevant Neighbourhood Plans, where appropriate.

For St George's Barracks the following additional criteria must also be addressed:

- q) be accompanied and influenced by a Heritage Impact Assessment which identifies the potential impact of development on heritage assets including their settings. The masterplan should demonstrate how important heritage assets, such as the Thor Missile site (a Grade II\* listed building) will be protected, identifying options for the adaptation and re-use of existing historic buildings where possible; and
- r) identify how the scheme will integrate with the existing communities of Edith Weston and North Luffenham.

For Woolfox the following additional criteria must also be addressed:

- s) how development will be accessed, including detailed proposals for a new junction onto the A1 to support the total amount of development proposed on site; and
- t) identifying how the scheme will integrate with neighbouring uses and local communities, particularly the villages of Stretton and Clipsham.

Why is this policy needed?

The NPPF advises plan makers that the supply of a large number of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided that they are well located and designed, and supported by the necessary infrastructure and facilities.

The Council is mindful of potential increases in the Local Housing Need for Rutland and neighbouring areas as set out in the Government's consultation on proposed reforms to the National Planning Policy Framework and other changes to the planning system.

This Local Plan does not, allocate St. George's, Woolfox or to the land west of Uppingham for development to meet the housing need proposed for the initial Local Plan period as this Local Plan is based on the current NPPF 2023 requirements.

It is recognised, however, that each or all site(s) may be required to meet future development needs for both housing and economic development, therefore policy SS4 sets out the baseline requirements for developing future allocations for them as opportunity areas.

## St Georges Barracks

In November 2016, the Ministry of Defence announced that the St George's Barracks site located between the villages of Edith Weston and North Luffenham would close. The timetable for the site to close has been extended and it is now expected that it will be vacated in 2026. The site is significant in size, extending to about 265 hectares.

About a third of the site in the northwestern corner comprises military housing, a community shop, workshops, aircraft hangers, open space and sports and recreational facilities and infrastructure associated with its current and former military uses. This area of the site would be suitable for re-use and or redevelopment once the site is vacated.

The remaining site is subject to ecological, geological and heritage constraints which would significantly restrict opportunities for re-use or redevelopment. This site includes extensive areas of airfield land, technical buildings, and housing and community and leisure facilities for use by service personnel. With the expected closure of the barracks, there is an imperative to plan for the future use and development of the site which also accommodates a Grade II\* listed structure (Thor Missile site) and a significant area identified as a mineral safeguarded area.

Development proposals for the re-development of the site remains uncertain at the point of preparing the Local Plan and therefore no specific proposal is included for the site. However, the plan needs to ensure that a policy framework is in place to guide the development of proposals and to help ensure any redevelopment is sustainable and holistically planned and aligned to the spatial strategy set out in this plan.

The site is therefore identified as a future opportunity area which would be the subject of a separate Development Plan Document (DPD). Once vacated the site will become a major brownfield site (previously developed).

National planning policy requires councils to make the most effective and efficient use of brownfield land and it is expected that the Ministry of Defence will want to explore all opportunities for the re-use and reclamation of the site. The barracks were established on the site of the former RAF North Luffenham airfield in 1998.

They became the home of the Royal Regiment of Fusiliers in 1999, of the King's Own Royal Border Regiment in 2003 and of the 16th Regiment Royal Artillery in 2007. In April 2013 16th Regiment Royal Artillery received the Freedom of Oakham on behalf of the barracks. In July 2014 16th Regiment Royal Artillery moved to Baker Barracks, Thorney Island. 2 Medical Regiment, Royal Army Medical Corps and 1 Military Working Dogs Regiment, Royal Army Veterinary Corps moved into St George's Barracks later that year.

Prior to the Army taking over the site in 1998, it was used by the RAF. The station was built as a training airfield, opening in 1940. It was later taken over by 5 Group of RAF Bomber Command as a heavy bomber base and was expanded by the building of concrete runways later in the war. From 1959 to 1963, North Luffenham was the base for PGM-17 Thor intermediate range ballistic missiles, operated by No. 144 Squadron RAF.

The Thor missile site was listed as a Grade II\* building in 2011. When the RAF vacated the base, the gates from the main entrance were donated to the village of North Luffenham. The gates which bear the station badge were later erected at the entrance to the village's recreation



ground. The military heritage is deeply ingrained in the site including listed buildings related to the Thor missile site, current operational buildings, streets, spaces, trees, and landscaping and therefore what remains when the operational use of the site ceases will continue to be influenced by its military past.

There is already a community at St. George's, and this will continue to be the case once operational use ceases. It is vital that the future of the community is well managed to ensure a sustainable future for current and future residents.

Therefore, this Local Plan will look to ensure that the impacts of this change are well managed to deliver the best possible outcomes for the community through future joint working between the County Council, Ministry of Defence, and other involved partners in terms of planning for its future sustainable development in line with the spatial strategy set out in this plan.

Key issues include:

- the unique and important site is of national significance in its heritage.
- existing biodiversity and ecology on site.
- the specific nature of the site and challenges in relation to integration and improved access both across the site itself and to other settlements, supporting connectivity and future sustainability.
- the risk of fragmented nature of current infrastructure across the site and challenges around infrastructure specification and standards affecting opportunities for future public authority adoption.
- the relationship of new development to neighbouring communities.
- the scope for the retention and development of existing employment opportunities.

### Woolfox

The site is known as "Woolfox" and it lies within the administrative area of Rutland County Council. Woolfox is located directly to the east of, and with access to, the A1 in Rutland. The site is also strategically well placed between the existing market towns of Oakham (approx. 9.6 miles to the west), Stamford (approx. 6.6 miles to the south), Grantham (approx. 16.6 miles to the north) and Bourne (approx. 12.3 miles to the east) ('the Site'). It is circa 3.7 miles from the boundary with the adjoining South Kesteven District.

The Woolfox site extends to approximately 503 hectares (1,242 acres) and comprises a former Airfield and agricultural land, as outlined on the Policies Map. It is understood that the former RAF Airfield on the site was constructed in 1940 and was used through the Second World War for training and live missions. After the war, the airfield continued to be used for training until 1953.

Part of the airfield adjacent to the A1 was subsequently used for Bloodhound I missiles until 1964, and the site was sold by the MOD, and purchased by the current landowner family in 1966. A number of derelict buildings or evident remains of former buildings, along with significant areas of extensive hard surfacing from the former runways, taxiways, roads and tracks remain present on the site.

Like St George's, the Woolfox site is also subject to environmental and geological constraints and similarly there are uncertainties and complexities to a development in this location.

Unlike St George's, the Woolfox site is not considered to meet the definition of previously developed land. The Council received proposals for the development of a new community at Woolfox, through the Call for Sites.

The proposal submitted in 2023 included an expected capacity of at least 4,000 houses together with over 100 hectares of employment land (although previous submissions have referred to the potential of the site delivering higher capacities than this). Should such a large scale, long term new settlement proposal be considered appropriate and deliverable, there may be scope for it to address wider sub-regional needs.

Allocating a development of the scale and nature proposed for Woolfox would compromise the delivery of the proposed spatial strategy set out in this plan and potentially the plans of neighbouring areas.

The proposals put forward for the Future Opportunity Areas are not considered to be deliverable within the context of the assessed (and respective) employment and housing needs for Rutland for this plan period. However, the Council is mindful of potential increases in the Local Housing Need for Rutland and neighbouring areas as set out in the Government's consultation on proposed reforms to the National Planning Policy Framework and other changes to the planning system.

The scale, nature and deliverability of a proposal for Woolfox will need to be determined through a masterplan to be prepared either as part of an early review of the Local Plan or as a separate Development Plan Document. This will be required prior to a planning application being submitted.

This Local Plan does not, therefore, allocate the Future Development Opportunity sites. It is recognised, however, that those sites may contribute to meeting future development needs of Rutland and thus policy SS4 identifies them as future opportunity areas.

### Supporting Evidence

Whilst large amount of evidence was prepared to support the previous proposals for each site it is expected that a new evidence base will be required as part of the preparation of a master plan for both sites.

### The land between Stockerston Road and Leicester Road Uppingham

The land between Stockerston Road and Leicester Road Uppingham west of Uppingham comprises a gross area of 33.86 hectares (94.79 acres) ('the Site'). We consider the Site could accommodate a minimum of 500 dwellings, together with a road corridor for the proposed link road. It is acknowledged that the proposals would represent a longer-term investment with regard to the provision of housing, and long-term infrastructure, employment and inward investment and economic growth for the town, and infrastructure provision in Uppingham.

In this regard, ARUP was commissioned in 2021 by Uppingham Town Council to undertake a feasibility study and desk top assessment, for consideration of options for the provision of a north-south two-lane bypass of Uppingham Town Centre, including 'broad estimates' for construction of the bypass option, risks and opportunities. Three Options were considered

- a) Option 1: Western Bypass (severing Leicester Road): length 2.86km;
- b) Option 1A: Western Bypass (avoiding Leicester Road): length 2.9km; and
- c) Option 2: Eastern Bypass: length 2.9km

In conjunction with a proposed bypass alignment options a recommendation would be to implement a 7.5 tonne weight restriction through the built-up area of Uppingham.

ARUP recommended that Option 1A “...is considered to provide the most benefits whilst minimising risks and impacts.”

It also importantly recognised that “The alignment could be constructed in a phased/staged approach to work around financial viability, and could tie into aspirational future residential expansion to the south-west side of Uppingham...In turn, this approach offers potential tie-ins to developer led contributions and funding of the scheme”. As a residential-led scheme proposing significant infrastructure benefits it is also considered that Home England may be interested in grant funding some of the infrastructure costs associated with the bypass (ARUP’s broad estimate construction cost in £ 13.2 million for the Option 1A route and acknowledges “this figure has the potential to reduce as design progresses and risks/uncertainties are designed out”).

Accordingly, it is acknowledged that the proposals, the subject of this representation, would represent an initial stage in long-term investment to deliver the long-sought after bypass for Uppingham and provide a medium-term commitment to the provision of housing (and possibly to the A6006 some employment land) over two or three cycles of the Uppingham Neighbourhood Plan (which allocates sites) and be acknowledged by as a Future Development Opportunity pursuant to Policy SS4 in the emerging Rutland Local Plan.

It is acknowledged by ARUP that the western-bypass and associated housing could be properly planned, phased, funded and be delivered to the benefit of Uppingham town as a whole.

The Site adjoins the western edge of the town, has the potential to provide a plan-led development that would deliver:

- a logical extension well related to the town Uppingham;
- the necessary land to deliver the long sought-after objective for the town of a western link road between Stockerston Road and Leicester Road, providing significant relief to the centre of the town;
- a high-quality, beautifully designed development capable of commencing early delivery of new homes to meet the housing needs of the town (including all forms of affordable housing) set within an environment friendly strategic green edge with biodiversity net gain, pocket parks/open spaces and new recreational routes set within it;
- the potential for a new Primary school site;

- a sustainable development, particularly in relation to the facilities available within the town
- The site has been positively assessed through the SHLAA process.

The proposed line of the first phase of the western link road between Stockerston Road and Leicester Road will be the subject of further detailed consideration.

The development of the western link road would create a legible, strong and defensive southern boundary to this western edge of the town, abutting existing established housing. The proposed housing numbers may be phased over more than one Neighbourhood Plan process, as this opportunity is seen as medium-long term in the delivery of significant benefits for the town.

The proposals could be the subject of a separate Development Plan Document, if the Site is allocated, to guide the details, delivery trajectory, design, landscaping, bio-diversity net gain and infrastructure and the parameters of the development to ensure the development is sustainable and holistically planned and in accord with the NPPF and Rutland Local Plan.

The development would enhance the existing approach to the town, through the implementation of green infrastructure, SuDS and open space the development provides significant opportunities for recreational activities to the benefit of the wider Uppingham community and deliver biodiversity net gains.

There are no technical or other constraints to preclude the delivery of this opportunity. The Site is entirely located in Flood Zone 1; it is outside the Uppingham Conservation Area and does not possess character and appearance of special landscape, architectural or historic interest and does not adversely affect any heritage assets (designated or non-designated). It would deliver ecological benefits on-site through net gains in biodiversity; it would not give rise to any severe highway impacts; and, the Site would deliver social and recreational benefits including much needed affordable housing.

The identification of the land as a Future Development Opportunity enables the detailed consideration of the provision and delivery of a western link road between Stockerston Road – Leicester Road (a first phase of a wider link road proposal involving phases between Corby Road and Stockerston Road in the south and Leicester Road and A47 in the north).

We believe there are no significant technical issues which would make this Site unsuitable for development in planning terms or would delay the delivery of development on site.

The Site is considered to be a deliverable housing allocation, is suitable, available, achievable and deliverable and can make a significant contribution towards sustainable development in Rutland.

Allocating a development of the scale and nature proposed for Woolfox would compromise the delivery of the proposed spatial strategy set out in this plan and potentially the plans of neighbouring areas.

Therefore, the proposals put forward are not considered to be deliverable within the context of the assessed employment and housing needs for Rutland for this plan period. However, the Council is mindful of potential increases in the Local Housing Need for Rutland and

neighbouring areas as set out in the Government's consultation on proposed reforms to the National Planning Policy Framework and other changes to the planning system.

The scale, nature and deliverability of a proposal for the land west of Uppingham will need to be determined through a masterplan to be prepared either as part of an early review of the Local Plan or as a separate Development Plan Document. This will be required prior to a planning application being submitted.

This Local Plan does not, therefore, allocate the land west of Uppingham site. It is recognised, however, that the site may contribute to meeting future development needs of Rutland, and therefore policy SS4 identifies the land west of Uppingham as a future opportunity area.

#### Supporting Evidence

Whilst a large amount of evidence was prepared to support the proposal for land west of Uppingham, it is expected that a new evidence base will be required as part of the preparation of a master plan for the site.

## **Appendix F**

Representations made to the Regulation 18 Rutland Local Plan in January 2024

# **Silver Fox Development Consultancy**



## **Land to the north of Stockerston Road and south of Leicester Road, Uppingham, Rutland**

Representations on behalf of the Landowners

to

The New Rutland Local Plan – Regulation 18 Consultation

Client: Messrs John, Paul and Peter Turner, Scott & Scott (Ayston) Limited, Peterborough  
Diocesan Board of Finance

Date: 8<sup>th</sup> January 2024 (updated 1<sup>st</sup> February 2024)

Ref: JTE.SFDC

## INTRODUCTION

This representation is made on behalf of the following landowners in respect of their respective interests on land being promoted for residential development and western link road on land located between Stockerston Road and Leicester Road Uppingham ('the Site').

The Landowners concerned are (in no particular order):

- Messrs Paul, Peter and John Turner;
- Scott & Scott (Ayston) Limited; and
- The Peterborough Diocesan Board of Finance

The landownership is shown edged red on the site location plan attached at **Appendix 1** and comprises a gross area of 33.86 hectares (94.79 acres) ('the Site'). We consider the Site could accommodate a minimum of 500 dwellings, which will be illustrated on a Concept Master Plan shortly, together with a road corridor for the proposed link road.

It is accepted that the proposals would represent a longer-term investment with regard to housing and infrastructure provision in Uppingham.

In this regard, ARUP was commissioned by Uppingham Town Council to undertake a feasibility study and desk top assessment, for consideration of options for the provision of a north-south two-lane bypass of Uppingham Town Centre, including 'broad estimates' for construction of the bypass option, risks and opportunities. Three Options were considered

- a) Option 1: Western Bypass (severing Leicester Road): length 2.86km;
- b) Option 1A: Western Bypass (avoiding Leicester Road): length 2.9km; and
- c) Option 2: Eastern Bypass: length 2.9km

In conjunction with a proposed bypass alignment options a recommendation would be to implement a 7.5 tonne weight restriction through the built-up area of Uppingham.

ARUP recommended that Option 1A *"...is considered to provide the most benefits whilst minimising risks and impacts."*

It also importantly recognised that *"The alignment could be constructed in a phased/staged approach to work around financial viability, and could tie into aspirational future residential expansion to the south-west side of Uppingham...In turn, this approach offers potential tie-ins to developer led contributions and funding of the scheme"*. As a residential-led scheme proposing significant infrastructure benefits it is also considered that Home England may be interested in grant funding some of the infrastructure costs associated with the bypass (ARUP's broad estimate construction cost in £ 13.2 million for the Option 1A route and acknowledges *"this figure has the potential to reduce as design progresses and risks/uncertainties are designed out"*).

The indicative line proposed by ARUP for Option 1A is shown in **Appendix 2**.



Accordingly, it is acknowledged that the proposals, the subject of this representation, would represent an initial stage in long-term investment to deliver the long-sought after bypass for Uppingham and provide a medium-term commitment to the provision of housing (and possibly to the A6006 some employment land) over two or three cycles of the Neighbourhood Plan and be acknowledged by Rutland County Council in the emerging Rutland Local Plan.

We agree with ARUP that the western-bypass and associated housing could be properly planned, phased, funded and be delivered to the benefit of Uppingham town as a whole.

The Site adjoins the western edge of the town, has the potential to provide a plan-led development that would deliver:

- a logical extension well related to the town Uppingham;
- the necessary land to deliver the long sought-after objective for the town of a western link road between Stockerston Road and Leicester Road, providing significant relief to the centre of the town;
- a high-quality, beautifully designed development capable of commencing early delivery of new homes to meet the housing needs of the town (including all forms of affordable housing) set within an environment friendly strategic green edge with biodiversity net gain, pocket parks/open spaces and new recreational routes set within it;
- the potential for a new Primary school site;
- a sustainable development, particularly in relation to the facilities available within the town.

The indicative line of a proposed western link road between Stockerston Road and Leicester Road will be the subject of further detailed consideration if the proposal put forward is considered for allocation in due course, in conjunction with the landowners' highway consultancy team alongside Rutland County Council, Uppingham First/Uppingham Town Council and all relevant key stakeholders. Indicatively and allowing for the provision of the proposed link road, the proposed Site could, as indicated earlier provide circa 500 dwellings.

This response to Rutland County Council's Regulation 18 Local Plan Consultation also sets out our client's views in respect of the housing need and strategic focus of the Regulation 18 Local Plan in the context of the legal tests of soundness, as most recently considered in the National Planning Policy Framework issued on 23<sup>rd</sup> December 2023.

These representations recognise that allocation of residential development sites will take place through the context of a further review of the Uppingham Neighbourhood Plan. However, these representations build-upon and purposively take forward previous representations made in respect of development proposed in the Issues and Options Consultation on the Rutland Local Plan provided in September 2023, to the proposals now presented and described above.

Through this representation we have also taken the opportunity to assess the Site against the relevant SHLAA Assessment criteria, the product of which is contained in the executive summary below. The Site as a whole has not been subject to a SHLAA Assessment by Rutland County Council to date and it was considered appropriate that we should through this representation provide our assessment as to how it performed against those criteria.

As indicated above this representation also sets out our representations the Council's likely emerging spatial strategy and housing need proposals set out in the Regulation 18 Local Plan

and our recommendations for amendments to those matters in the future Regulation 19 Plan.

### **Executive Site Summary: SHLAA Assessment**

**Site Area (gross):** The Site has a gross site area of 33.86 hectares (94.79 acres). It is currently a greenfield site and is currently in agricultural use.

**Site Capacity:** Residential development and new link road are promoted. The Site has an indicative capacity of a minimum 500 dwellings following the calculation set out in the SHLAA methodology.

**Site Location:** The Site is adjacent the western edge of the planned limits of development to Uppingham between Stockerston Road and Leicester Road.

**Topography:** There are no significant topographical constraints.

**Landscape Sensitivity:** The original David Tyldesley Landscape Sensitivity Study in 2010 identifies that the area can accommodate development and offers the opportunity to soften the entry into the village. The 2023 Landscape Sensitivity Study by Bayou Blue did not consider the land.

**Loss of important land:** The development of the Site would not result in the loss of employment land, public open space, a recreation facility or a designated important open space.

**Ecology:** There are no likely adverse impacts on national ecological designations but surveys including badger and hedgerow are required to identify any possible impacts on local wildlife. The site would deliver biodiversity-net gain calculated in accordance with the relevant metric and to accord with up to date legislative and regulatory framework.

**Tree Preservation Order:** There are no Tree Preservation Orders on the Site.

**Agricultural Land Quality:** It is believed the Site is identified as being on Grade 3 Agricultural Land. This will be subject to further clarification.

**Heritage:** The Site is not located within 50m of designated heritage assets and it is not considered that there will be significant impacts on built heritage assets.

**Archaeology:** There are likely to be some archaeological remains on Site and within the vicinity of the Site. It is identified that further assessment would be required relating to archaeological impact, but it is not considered at this stage that this would stop development of the Site.

**Flood Risk:** The Site is within flood zone 1

**Drainage:** It is considered there would be no objections from the LLFA subject to a suitable sustainable drainage system

**Transportation:** It is considered that there are no highways objections to the development. The detailed considerations would come forward through a Transport Assessment as part of the development control process in due course. It is considered that the proposals would result in significant benefits in terms of relieving the town centre from traffic. It is considered there would be no severe impacts on the wider road network.

**Facilities:** The is considered to be in a sustainable location in relation to Uppingham and its services and facilities. It is within walking distance of Leighfield Primary School (within 800m) and the town centre and GP/Health Centre. The GP/Health Centre is on the edge of the town centre.

**Public Transport:** The Site is within 100m of a bus stop on Leicester Road and the proposals would extend public transport provision to extend bus services within the Site and along Stockerston Road, providing a loop with the town centre. The Site is within 25 km of a train station at Oakham and 30 km at Corby.

**Other constraints:** There are no identified onsite technical or other constraints.

**Public Footpaths:** No public footpath crosses the Site.

**Water:** No strategic water resource constraints in Uppingham.

**Utilities:** There is availability of key utilities - electricity, gas, water, drainage, sewerage and broadband.

**Landscape:** In terms of landscape character and visual setting, the site is not covered by any landscape designation that would suggest an increased value or sensitivity to change, and is not the subject of any statutory or non-statutory designation that would prohibit its development for residential purposes. There is significant scope to offer landscape mitigation and enhancement to this edge of Uppingham together with biodiversity net gain.

**Infrastructure:** There are no electricity pylons or pipelines crossing the site. Furthermore, all utilities (electricity, water, drainage, sewerage, gas and broadband) are available to serve the Site.

**Contamination:** It is not considered that the Site is subject to any contamination or other environmental health risks. At the planning application stage, a Stage 1 Geophysical/Ground Conditions survey would be undertaken.

**Site Availability:** The Site is identified by the promoter as being available immediately. The Site is available immediately, subject to allocation and planning permission being granted and there is significant developer interest. The Site is therefore available, achievable, suitable, deliverable and sustainable.

## **RUTLAND LOCAL PLAN REGULATION 18: NATIONAL POLICY CONSIDERATIONS**

### **NATIONAL PLANNING POLICY FRAMEWORK 2023**

The National Planning Policy Framework [23<sup>rd</sup> December 2023] (NPPF) confirms at paragraph 1 that ‘locally prepared plans can provide for sufficient housing and other development in a sustainable manner’; and that Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective’. Accordingly, paragraph 15 of the NPPF confirms that the planning system should continue to be genuinely plan-led.

The presumption in favour of sustainable development applies to plan making and says that plans should positively seek opportunities to meet the development needs of their area, and that strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas (paragraph 11).

Plans should be prepared positively, with the objective of contributing to the achievement of sustainable development and be shaped by early, proportionate and effective engagement between plan-makers and, inter alia local people and businesses. They should also contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals (paragraph 16).

Paragraph 20 says that strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for housing (including affordable housing), employment, retail, leisure, other commercial development and community facilities (including education).

Paragraph 22 goes on to say that strategic policies should look ahead over a minimum 15-year period from adoption and larger scale developments form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

Paragraph 23 of the NPPF says that strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area.

Paragraph 31 says that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.

Paragraph 32 recognises the legal requirement for local plans to be informed throughout their preparation by a sustainability appraisal demonstrating how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). It highlights that significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued.

Plans should set out the contributions expected from development, including the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for health). This should not undermine the deliverability of the plan (paragraph 34).

For a plan to be adopted it must pass an examination and be found to be 'sound'. Paragraph 35 identifies that plans are 'sound' if they are:

a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

Paragraph 60 of the NPPF says that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed. The overall aim should be to meet as much of the areas identified housing need as possible, including with an appropriate mix of housing types for the local community.

Paragraph 61 of the NPPF says that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the Standard Method in national planning guidance – unless exceptional circumstances justify an alternative approach. The outcome of the standard method is an advisory starting point for establishing a housing requirement for an area and there may be exceptional circumstances, which justify an alternative approach to assessing housing need – in which case the alternative approach should also reflect current and future demographic trends and market signals.

Paragraph 63 confirms that within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, which now include older people, including those who require retirement housing, housing-with-care and care homes.

Paragraph 67 of the NPPF says that strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. The housing requirement may be higher than the identified housing need if it, inter alia, reflects growth ambitions linked to economic development or infrastructure investment. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.

Paragraph 74 of the NPPF says that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.

Paragraph 74 says that the supply of larger numbers of new homes can often best be achieved through planning for larger scale development, such as significant extensions to existing towns which are well located and designed and supported by the necessary infrastructure and facilities (including genuine choice of transport modes) and developed in a sustainable way. In so doing consideration should be given to opportunities for the area's economic potential and scope for net environmental gains'; ensuring the proposals will support a sustainable community through sufficient access to services and employment opportunities; set clear expectations regarding design quality and places and how this can be maintained. Through inter Alala master plans and design codes to secure a variety of well-designed beautiful homes to meet the needs of different groups in the community; and making realistic assessments of likely delivery rates and lead-in times of larger development. Paragraph 231 of the NPPF importantly advises 'The Government will continue to explore with individual areas the potential for planning freedoms, for example where it would facilitate an increase in the amount of housing that can be delivered'.

Paragraph 75 recognises that Strategic policies should include a trajectory illustrating the expected rate of housing over the plan period. The deliverable land supply should be monitored against the Local Planning Authorities housing requirement

Importantly, paragraph 85 opines that planning policies (and decisions) should help create conditions where businesses can invest, expand and adapt. Significant weight (our emphasis) should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development. The approach should allow each area to build upon its strengths, counter any weaknesses and address the challenges of the future.

Paragraph 88 recognises that in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs; and provide the social, recreational and cultural facilities and services the community needs, planning policies should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Paragraph 90 emphasises that planning policies should support the role of town centres play at the heart of local communities and thereby recognise that residential development often plays an important role in ensuring the vitality of such towns and encourage residential development on appropriate sites.

Paragraphs 96 to 104 confirms that planning policies should aim to achieve healthy, inclusive and safe places and beautiful buildings, which promote social interaction, are safe and accessible and enable and support healthy lifestyles including provision of safe and accessible high quality green infrastructure and open space, rights of way, allotments and layouts that encourage walking and cycling) .

The national policy context for plan making is clear in that:

- the plan must set out an overall strategy for the pattern of development that makes sufficient provision for housing to meet the needs of Rutland County as well as any needs that cannot be met within neighbouring areas;
- the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned.
- Plan for and allocate sufficient sites to deliver the strategic priorities of the area;

- a sufficient amount and variety of land can come forward where it is needed;
- be positive, aspirational and be responsive to changes in local circumstances;
- strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations;
- identify a sufficient supply and mix of sites, including small and medium sized sites and larger scale development, such as new settlements or significant extensions to existing villages and towns;
- recognise the intrinsic character and beauty of the countryside and protect valued landscapes.
- Local planning authorities should work proactively and positively with promoters, delivery partners and statutory bodies to plan for required public service facilities.

## **THE NEW RUTLAND LOCAL PLAN:REGULATION 18 CONSULTATION**

### **HOUSING NEED AND STRATEGY**

On behalf of our client, we offer the following comments, which we trust the local planning authority will find helpful in informing the Regulation 19 Plan

#### **Housing Need**

Policy SS1 (Spatial Strategy for New Development) makes provision for at least 123 dwellings per annum (dpa) over the plan period from 2021 to 2041, as well as about 27ha for new employment generating uses over the same period.

The figure of 123 dpa is Rutland's Local Housing Need (LHN) figure calculated using the Standard Method. The Planning Practice Guidance (PPG) makes clear that the LHN is only a starting point. The Standard Method does not produce a housing requirement and there are instances where it may be appropriate for the housing requirement to be greater than the LHN.

The Standard Method does not predict the impact of future government policies, changing economic circumstances or other factors might have on demographic behaviour.

Additionally, growth strategies that are likely to be deliverable, strategic infrastructure improvements and requirements to accommodate unmet needs from neighbouring areas may also indicate a housing requirement greater than the minimum LHN figure.

The PPG advises that upward adjustment to the LHN may also be considered in situations where previous levels of delivery in an area, or previous assessments of need (such as recently produced Strategic Housing Market Assessments) are significantly greater than the outcome from the standard method. Relatedly, local planning authorities should also consider through their evidence base whether the overall housing requirement will deliver sufficient new homes to meet, for example, identified needs for affordable housing arising over the plan period.

The 'NPPF', discussed above, confirms in paragraph 61 that in determining "... the minimum number of homes needed, strategic policies should be informed by a local housing needs assessment, conducted using the standard method... The outcome of the standard method is an advisory starting-point for establishing a housing requirement for an area." Accordingly, the

use of the Standard method is not mandatory on a Council. In this regard the list of specific groups for which housing need has to be established is expanded in the NPPF to incorporate those who require retirement housing, housing with care and care homes.

The need to meet affordable housing is also a key requirement to meeting the housing needs of an area and one which could give rise to the Council considering specific increases to the percentage ratio of affordable housing provision on specific strategic allocations to enable longstanding unmet and urgent affordable housing needs in the area to be accelerated. This could include, as stated in paragraph 66(d) a significant % requirement on a site or possibly 'exclusively' for affordable housing on a proposed site. Such housing provision could also include homes for first time buyers or discount market housing schemes.

This should be read in conjunction with paragraph 1 of the NPPF, which provides that preparing and maintaining up-to-date plans should be seen as a priority in meeting the objective of providing 'sufficient' housing and other development in a sustainable manner. In paragraph 60 in supporting the Governments objective 'of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the need of groups with specific housing requirements are addressed'. Accordingly, this new overall aim is 'to meet as much of a local authority's identified housing need as possible'.

In the context of this Site, it is also importantly noted that paragraph 67 of the NPPF includes a new statement that **"The requirement may be higher than the identified housing need if, for example , it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment"**

These matters are considered in turn below.

### **Previous Assessments of Need & Past Housing Delivery:**

Monitoring data indicates that since the 2006/2007 monitoring year Rutland has delivered an average of 163 dpa. Previous calculations of housing need, such as that carried out within the 2017 Strategic Housing Market Assessment (SHMA) update, recommended a base housing need figure of 190 dpa with a subsequent SHMA Update in 2019 endorsing this figure, but suggesting that 160 dpa would also be an appropriate target. The emerging housing requirement of 123 dpa is almost 25% lower than historic assessments and calculations of housing need in Rutland and, indeed, average historic delivery since 2006/2007.

The matter of historic delivery is addressed within the August 2023 SHMA which takes as its point of reference (reasonably in our view) the last 10 years and observes that net completions have averaged 184 dpa over this time period, meaning that adoption of the base LHN figure as the housing requirement would represent a 33% reduction over historic delivery trends.

Previous assessments of need and housing delivery have been significantly greater than suggested by the LHN and this provides a compelling reason for an upward adjustment to the housing trajectory to 190 dwellings per annum, requiring an additional 3,800 dwellings in the plan period 2021-2041.

### **Economic Growth**

The August 2023 Employment Land Review (ELR) by IcenI quantifies the amount of employment floor space required over the plan period. It concludes that an employment land requirement of between 18.2ha and 34.9ha is appropriate and specifies 18.2ha as the *"absolute minimum"*.



The emerging local plan has adopted as its employment land requirement a figure of 27ha, which is towards the upper end of the range specified within the ELR, and certainly quite considerably in excess of the absolute minimum. As a result, in order to ensure an integrated approach between homes and jobs, the employment land requirement suggests that it is appropriate to plan for a higher housing requirement than the absolute

This matter of economic growth and its relationship to housing growth was discussed within the August 2023 SHMA. Though its recommendations in this regard are quite equivocal, the conclusion of the August 2023 SHMA is that ultimately the baseline job forecast within the ELR suggests a level of housing requirement in excess of the minimum amount, though it does not say by how much and suggests that determining this is an exercise for the plan-maker. But it is clear from Policy SS1, which adopts only the minimum LHN figure as the housing requirement, this recommendation has not been taken on board by the local planning authority. We would urge the local planning authority to urgently review the recommendation made for a higher housing requirement than the absolute minimum represented by Rutland's LHN by adjusting upward the housing requirement to the level suggested above.

### **Affordable Housing**

Securing the delivery of sufficient affordable homes over the plan period can be a further reason to plan above the LHN.

Over the last 10 years Rutland has seen the gross delivery of 37 affordable homes per annum. Whilst this falls marginally short of the adopted 2011 Core Strategy's target of 40 affordable homes per annum, this level of delivery is set against a backdrop of 160 completions per annum overall since the 2006/2007 monitoring year, and an average delivery figure of 184 dwellings per annum over the last 10 years.

It stands to reason that a reduction in the base housing requirement to a level well below historic delivery trends will suppress affordable housing delivery within Rutland where housing affordability is clearly an urgent and pressing issue in Rutland.

The Strategic Housing Market Assessment (SHMA) of 2019 indicated that a higher annual requirement was necessary to help address the issues of affordability in Rutland and, on this basis recommended, a housing requirement of 190 dpa.

The more recent 2023 SHMA suggests a need for 78 affordable homes per annum, yet paradoxically concludes that an uplift to the emerging local plan's housing requirement is not necessary to accommodate affordable needs alone (though such an uplift may be required for other reason).

The reason stated in the 2023 SHMA is that the link between affordable need and overall need is complex and "in trying to make a link it must be remembered that many of those picked up as having an affordable need are already in housing (and therefore do not generate a net additional need for a home.)" Despite that statement, the 2023 SHMA concludes that "the level of affordable need does suggest the Council should maximise the delivery of such housing at every opportunity." It is clear that formulating the housing requirement represents such an opportunity, and one that is clearly necessary to take.

Even if 78 dpa was an over-estimation of affordable needs within Rutland, it is more than twice the level of gross average annual affordable housing delivery over the last 10 years and almost twice the target of the adopted 2011 Core Strategy of 40 affordable homes per annum.

Adopting a housing requirement analogous to the LHN (123 dpa,) which is significantly less than historic average delivery, will not meet even the Core Strategy's modest and now very dated affordable housing target.

The evidence base clearly suggests that the local planning authority should be urgently considering an uplift to the housing requirement, as we suggest above, in order to bring forward sufficient affordable housing over the plan period to meet needs. Unfortunately, this is not reflected in the emerging local plan or in its housing requirement.

Accordingly, an upward adjustment should be made to the housing requirement to maximise opportunities for the urgent delivery of affordable housing to meet the very pressing needs in Rutland in this regard, and the clear backdrop of Rutland's affordability issues.

### **Overall Conclusion on Housing Need**

The 2023 SHMA in respect of the housing requirement concludes as follows:

“Overall, taking all of the evidence in the round, it is concluded the Standard Method housing need should be considered by the Council as very much a minimum figure with a range of different projections typically (but not universally) pointing to a higher figure. The Council should therefore consider if it is reasonable and possible to exceed the Standard Method, in doing so consideration will need to be given to factors other than just need (such as relating to land supply and infrastructure requirements).”  
[Emphasis Added]

Unfortunately, this key recommendation has not filtered down into the housing requirement, which adopts the minimum figure of 123 dpa, without considering and testing whether any upward adjustments are reasonable and possible.

The evidence base is unequivocal: a higher figure than the LHN should be adopted as the housing requirement in the Local Plan, based on data across a range of factors and from a range of sources.

In our view, it is essential for the Council to adopt a figure in excess of the Standard Method/LHN on the basis that it has historically delivered materially in excess of it; yet any consideration of an upward adjustment to the LHN is entirely absent from the Local Plan itself. If this is not rectified then the Local Plan, if adopted in the current basis, will be unsound for want of justification given that its housing requirement is completely adrift from the evidence base.

### **Spatial Strategy**

The approach to the Planned Limits of Development of Oakham, Uppingham and the Larger Villages:

Draft Policy SS1 indicates that proposals for housing development on greenfield sites adjoining the planned limits for development of the main towns and larger villages will only be released in “exceptional circumstances,” where they are needed to maintain a sufficient supply of deliverable and developable land.

This element of Policy SS1 is plainly unsound for want of consistency with national planning policy.

Sites outside of but adjoining built-up areas do not require anything approaching “exceptional circumstances” for release in circumstances of inadequate five-year housing land supply or inadequate housing delivery.

Indeed, following the approach National Planning Policy Framework (NPPF), a lack of a five year housing land supply or a deficiency of housing delivery to a particular level engages the

presumption in favour of sustainable development which, as the term suggests, presumes that the site in question can come forward for development provided the adverse impacts do not significantly and demonstrably outweigh the benefits and the NPPF itself does not indicate that development should be restricted. This limb of Policy SS1 should be reviewed accordingly and should adopt wording that conforms to national policy.

### **Distribution of Growth**

Paragraph 105 of the National Planning Policy Framework requires the planning system to actively manage patterns of growth in support of limiting the need to travel and offering a genuine choice of transport modes to reduce congestion and emissions. The identification of a hierarchy of settlements based on the availability of day-to-day services and facilities required to support daily living and sustainable travel is therefore an important tool, which should be used to understand the sustainability of different locations within the plan area and, accordingly, their ability to accommodate growth. Sustainably.

In respect of the hierarchy of settlements and distribution of growth within Rutland, the emerging local plan states that the majority of development will be focused in and around Oakham and Uppingham. Given that these are Rutland's primary towns, this is understandable and appropriate. Uppingham is a very sustainable market town in Rutland and should accommodate a significantly higher proportion of growth commensurate with its position in the settlement hierarchy than is currently allocated to it (316 dwellings). The town has aspirations to grow economically, attract more and varied employment opportunities which will require more new homes, including affordable homes across the range of affordable housing ranges set out in Annex 2 to the NPPF (comprising Affordable housing for rent, Starter Homes, Discounted market Sales housing, Shared ownership etc.) as well as the opportunity for Retirement living and Care Homes.

Draft Policy SS1 indicates that the majority of new development will be focused within the Planned Limits of Development (PLDs) of Oakham and Uppingham. Cross referencing with the draft allocations identified at Draft Policy H1, it is apparent that practically all of the proposed allocations and reserve sites identified at Oakham and sites SHLAA Assessed for Uppingham are outside of the PLD. Accordingly, the statement in Draft Policy SS1 is entirely inaccurate.

However, the Councils presently proposed allocations outside settlement boundaries amply testify to the fact that there is plainly insufficient available, achievable, deliverable and suitable land within the existing PLD of Oakham or Uppingham to accommodate growth needs arising over the plan period. Axiomatically, the fringes of Oakham and Uppingham will therefore play a key role in delivering the emerging local plan's spatial strategy and this should be acknowledged within Draft Policy SS1.

Turning to Draft Policy H1, whilst Draft Policy SS1 specifies the majority of development will be focused at Oakham and Uppingham, this is not reflected in the draft allocations nor in those sites identified for reserve status.

Those settlements identified as 'larger villages' are proposed to accommodate 13% of net growth through the emerging local plan; whilst Oakham will accommodate a slightly larger percentage of 16%. That is not a spatial strategy which reflects the primacy of Oakham or the settlement hierarchy but rather one in which rural dispersal of development is a significant proportion of the spatial strategy. Yet in an otiose sense it is flying in the face of draft Policy SS1.

Whilst allocations in some of the more sustainable rural settlements may be an appropriate response to ensure balanced delivery and to encourage growth in rural areas, a large number

of rural settlements identified for growth in Draft Policy H1 are plainly not suitable or sustainable for the level of growth proposed.

From the Spatial Strategy and Settlement Hierarchy Report it is clear that not all of the 'larger villages' perform equally well in sustainability terms. There is a significant and obvious disparity between the sustainability credentials of the different settlements within this tier, having regard to the number of households within each settlement, as well as the availability of core services and facilities. There does not seem to be a logical, transparent or discernible approach to the apportionment of growth in each village, given that the sustainability credentials of the settlements bear little relation to the level of housing growth planned for there. This is illustrated by the following examples:

- a. Exton is ranked as being the 11th most sustainable larger village within the Spatial Strategy and Settlement Hierarchy Report and lacks access to a post office and a general store. Market Overton performs in similar terms. Despite this, the emerging local plan identifies allocations comprising 50 dwellings across both locations.
- b. In terms of reserve sites, 39 dwellings are identified at Essendine and 28 dwellings at Greetham. This is despite each settlement lacking a number of key facilities and performing much more poorly in this regard than other settlements. Conversely, certain robustly performing larger villages will accommodate no net growth whatsoever and Oakham will accommodate a comparable amount of net growth through the emerging local plan to Rutland's rural settlements.

The result of the above is that the pattern of rural growth envisaged by the emerging local plan will not be sustainable, as development is not being directed to the largest and most sustainable settlements in accordance with draft Policy SS1 as a priority; but rather to small rural settlements with limited or no facilities and which will be car dependent. That approach is not in line with the NPPF or the achievement of sustainable development goals in general.

### **Sustainability Appraisal (SA) of the Spatial Strategy**

The preferred spatial strategy has been tested alongside other reasonable alternatives by the Sustainability Appraisal Report to Accompany the Preferred Options Consultation Document produced by AECOM.

Five growth options are considered by the SA with a number of sites considered across all five options. Quarry Farm (North of Stamford), for example, is a constant across all five options despite this site having no pre-existing planning status other than an undetermined planning application.

Allocations within the Uppingham Neighbourhood Plan review is also treated as a constant across all of the options, despite the fact that examination of the Neighbourhood Plan has yet to conclude.

Other sites include the Officers Mess at Edith Weston, which is a further constant across all growth options, despite falling outside of settlement boundaries and not having any pre-existing planning status.

To the extent that a large number of sites appear across all five options, that does not represent a testing of genuine reasonable alternatives but rather different permutations of what is fundamentally the same spatial strategy. That problem is amplified by the fact that only a handful of rural settlements have been selected as playing host to development across all five growth options, and these all happen to be locations where the preferred strategy is apportioning growth. As set out above, the emerging local plan has opted to direct significant growth to settlements that are ranked as "larger villages," but which are demonstrably less

sustainable than other settlements within that same rung of the hierarchy and which are less sustainable than the main town of Oakham.

For the above reasons, the SA does not present an appropriately robust testing of the preferred spatial strategy against the reasonable alternatives and that therefore the emerging local plan's spatial strategy is not justified.

### **Housing Provision & Delivery**

Firstly, the emerging local plan does not make any allocations at Uppingham and defers this to a review of the Uppingham Neighbourhood Plan. Alongside Oakham, Uppingham is one of two principal settlements in Rutland and hence the high apportionment of net dwellings over the plan period to this settlement, but we propose that Uppingham's share should be greater than currently proposed (313 dwellings). For such a fundamental limb of the emerging local plan's spatial strategy, not allocating any land within the emerging local plan to meet this need represents a significant risk in the event of any delay to the review of the Uppingham Neighbourhood Plan.

It should also be recognised that emerging neighbourhood plans are not subject to the same stringent tests of soundness and accordingly, there is a greater risk of site allocations within the neighbourhood plan not coming forward.

Secondly, a significant proportion of the housing supply within Draft Policy H1 is identified on previously developed land. In general terms, previously developed sites are slower to come forward\* and can have problems with viability\* in many cases being occupied by existing users that may be slow to vacate.

We recognise that the emerging local plan identifies a number of reserve sites mostly within Rutland's rural settlements, but there is little clarity as to the circumstances in which these can come forward.

Draft Policy H1 states that that the reserve sites "may be required" where the housing requirement increases or any of the preferred sites listed become unavailable. The housing requirement should be set through the plan-making process to give certainty to communities, stakeholders and to the development industry. This is fundamental to a plan-led system. Supply-side contingency should not be identified as a way to address concerns about the robustness of the housing requirement. Similarly, contingency should not be identified as a way to address uncertainties over the deliverability of the supply.

Rather, deliverable sites should be selected from the outset and contingency added to these to ensure flexibility to respond to changing circumstances. For the reasons outlined below, there are a number of sites which we anticipate will either encounter delay or non-delivery.

Given the uncertainties associated with the emerging local plan's spatial strategy and the individual sites it relies upon, we would suggest that a 20% supply buffer would be more appropriate.

### **Deliverability of Supply**

There is limited evidence supporting the emerging local plan regarding the timing trajectory and overall deliverability of the plan-led supply.

The local planning authority has included within the emerging evidence base a "Five Year Land Supply & Developable Housing Land Supply Report" dated May 2023 but this only considers supply over the period 2023/2023 to 2027/2028.

Given the emerging local plan is currently anticipated for adoption in 2026, the May 2023 report does not necessarily indicate that the emerging local plan will establish a five-year supply upon adoption.

We consider that the emerging local plan should be supported by a full assessment of the deliverability of the sites relied upon, and a detailed trajectory extending to the end of the plan period produced to set out the anticipated timing and rate housing delivery.

### **Components of Supply**

There are certain components of the supply identified within Draft Policy H1 which give rise to significant cause for concern, particularly given the number of uncertainties associated with their delivery. These comprise:

a. Quarry Farm, Stamford

This is identified as an allocation for 650 dwellings on the edge of the town within Rutland's administrative boundaries. There is no indication within the emerging local plan or its evidence base as to when this would need to come forward to support ongoing needs, but it is worthy of note the latest Annual Position Statement (APS) adopted by neighbouring South Kesteven District Council and subject to examination by the Planning Inspectorate contains a number of useful comments on the deliverability of Quarry Farm, which should be taken into account as part of any assessment of the plan-led supply.

The Inspector noted that due to the scale of and the infrastructure requirements associated with Stamford North, it is a complex site, and referred to the need for further transport modelling. Nonetheless, the Inspector endorsed the build trajectory provided by Allison Homes (the promoter of Quarry Farm) which anticipated the start of completions from 2025/2026. However, submissions from Allison Homes indicated that completions beyond 300 units at Quarry Farm will not occur before the completion of a new Distributor Road which clearly presents a risk from a timing perspective, given that Stamford North plays such a significant role in the emerging Rutland Local Plan's spatial strategy.

b. The Tim Norton Site, Oakham (H1.4)

This site is draft allocated for 19 dwellings and is currently in active use as a car showroom/garage.

The Site Allocations Assessment records that the site has access and parking concerns, but does not elaborate further. Furthermore, the site is located adjacent and clearly visible from Oakham's Conservation Area. From the assessment undertaken it is apparent that no heritage expertise has informed this site's selection for a draft allocation.

Through no mention is made of it within the Site allocations Assessment, the site is also located adjacent to a Grade II\* listed building to the east and a Grade II listed building to the north. There has been no judgement as to whether the heritage constraints will impact upon site capacity or similarly make its development unacceptable. The assessment nonetheless records the heritage impacts of developing the site as "Red" indicating a "significant adverse impact" that "cannot be mitigated."

The Environmental Health Officer identifies that contamination is likely and it is unclear from the assessment the extent for this and whether it is capable of being viably remediated.

Similarly, no mention is made of the site's existing use which is for employment purposes and whether the loss of such a use in a sustainable location to housing development is desirable noting the loss of jobs and value added to the local economy. Will the existing use, for example, relocate to premises nearby?

In addition, the assessment notes that the site is available "immediately." It is difficult to see this could be the case given that the site hosts an existing and ongoing commercial enterprise. It is also considered that there may be access issues associated with intervening third-party land that preclude development taking place unless resolved.

c. The Easson's garage site at Cottesmore (H1.5).

This site is a draft allocation for 8 dwellings.

The Site Allocations Assessment, however, states that the site has capacity for only 4 dwellings. There has been no highways assessment of the proposed allocation and the Conservation Area and Listed Building impacts have been rated as "Red," indicating significant harm.

There is no indication from the landowner that the business is anticipating moving to a new site nor any timescales for development proposals for the site coming forward. The site as such cannot be considered available or achievable.

It is hard to see on these facts alone, how such an allocation is justified.

d. Land East at the Workshops, Exton

This site is a draft allocation for 15 dwellings (H.10).

The draft allocation within the plan identifies the site as "brownfield" when the Site Allocations Assessment identifies it as "greenfield." It appears that whilst part of the site is occupied by hardstanding and buildings, these are in fact in agricultural use meaning that the site is not, in fact, brownfield either in whole or in part.

The Site Allocations Assessment does not contain any highways comments but it would appear from reviewing the narrow and constrained nature of the access, and its current and presumably future use for what appears to be a fairly intensive agricultural operation, that achieving access for the scale of development anticipated would be to say the least 'challenging'.

e. Land North of Mill Lane, Cottesmore has been identified as a reserve site for 90 dwellings.

This proposed allocation is very difficult to understand or rationalise given the fact that a planning application for the residential development of the site ( ) for XX dwellings was refused planning permission by the Council's Planning Committee in April 2023, for seven separate reasons.

Amongst the planning reasons for refusal was the effect of the proposed development on the landscape and settlement character, given the prominence of views of the site

on the approach to the village; as well significant concerns regarding adverse impacts to neighbouring amenity, which according to the Council's assessment could not be avoided. Identification of this site as a reserve site for 90 dwellings is therefore not well-founded, given that it is unlikely to be able to support this scale of development without generating a materially adverse impact.

In addition, the Council clearly stated that it could demonstrate a 5-year supply of deliverable housing and that accordingly, Paragraph 11(d) was not engaged, meaning the development was contrary to the development plan (being a site in the countryside) and no other material considerations suggested otherwise. Accordingly, the planning application was refused and has not been the subject of an appeal to the Planning Inspectorate.

This proposed Reserve Site is entirely inappropriate both in terms of scale for the settlement of Cottesmore and for the reasons given by the Council less than a year ago for refusing the grant planning permission why a planning application

### **PLANNING CONSIDERATIONS - LAND NORTH OF STOCKERSTON ROAD-SOUTH OF LEICESTER ROAD, UPPINGHAM**

The land situated north of Stockerston Road – south of Leicester Road, Uppingham, is shown edged red in the plan contained in **Appendix 1**.

An initial Indicative Development Concept Plan is in the process of being prepared and will be submitted shortly to demonstrate the development of a minimum of 500 dwellings and associated facilities (in addition to the line of the western link road) can be achieved within the site.

It will illustrate the indicative line of a western link road between Stockerston Road – Leicester Road. This could be a 'middle link road phase to a future extended link road to the south between Corby Road – Stockerston Road and to the north between Leicester Road and the A47.

This would open up for Uppingham the future opportunities for more inward investment/economic development and employment opportunities particularly on land to the south and housing to the north, respectively. It is important that opportunities are provided to enable new businesses to be attracted to Uppingham.

In addition, there is the opportunity to potentially deliver on-site community facilities (e.g. community hub, new medical centre, primary school), significant green infrastructure, open space and biodiversity enhancements while not subject to environmental constraints and without technical objection (e.g. access/highways).

The Site abuts the existing western Planned Limit to Development for Uppingham, the second largest town in the County and a highly sustainable settlement. It represents a great opportunity to create a landscape-led sustainable, distinctive, high-quality designed and thriving neighbourhood within easy reach of key services and facilities in Uppingham and forms a logical extension to Uppingham.

The Site comprises managed farmland, the development of which as proposed would create a legible, strong and defensive western boundary to the town of Uppingham alongside existing residential development to its immediate eastern boundary. With additional landscape infrastructure and bio-diversity net gain being provided on-site the Site will provide a new enhanced soft edge to the town, including new woodlands, green spaces, pocket parks,



recreation routes etc. Uppingham School playing fields lay a short distance to the east.

Through the implementation of green infrastructure, SuDS and open space the development offers the opportunity to deliver significant opportunities for recreational activities to the benefit of the wider Uppingham community and deliver biodiversity net gains.

Key services and facilities in Uppingham within easy reach of the Site, by means other than the motor car, are highlighted on the plan in Appendix 4. In terms of connectivity, the Site is within 1km of the town centre. Similarly, the Site is very close to the following schools in Uppingham (shown in **Appendix 3**):

- Uppingham School, High-Street West
- Uppingham Community College, London Road
- Leighfield Primary School, Newton Road
- Uppingham CoE Primary School, Cottesmore Road
- Upstarts Nursery and Pre School
- Leonards Centre, Stockerston Road

The Site benefits from bus provision within walking distance, which would be improved as a result of the proposed development of the Site. Access can be provided onto both Leicester Road and Stockerston Road via the proposed new link road for a new circular bus service to serve this part of the town.

As indicated above there no other technical constraints to preclude the development of the Site.

The Site is not located within the Uppingham Conservation Area and would not adversely affect any listed buildings in this part of Uppingham.

### **Landscape Character and Sensitivity**

In landscape terms the Site benefits from a good degree of enclosure behind mature boundaries to the west and north and is perceived as being directly related to the eastern urban edge of Uppingham. The residential development would retain existing and enhance hedgerows along the boundary and internally. The Site can deliver green infrastructure enhancements and the requisite bio-diversity net gains.

The David Tyldesley & Associated Landscape Sensitivity Study in 2010 commissioned by Rutland County Council assessed the eastern section of the Site and concluded that this land was of moderate landscape sensitivity and medium landscape capacity, as shown in the relevant plan extracts from this Report in **Appendix 3**.

Subsequently a number of landscape sensitivity and capacity studies were completed between 2010 and 2018, assessing the sensitivity of land to residential and employment development around Oakham, Uppingham, Stamford, seven Local Service Centres (see below), together with Great Casterton, Langham and Whissendine. Bayou Bluenvironment's study now updates these previous studies and has assessed the sensitivity of land around 26 settlements in total, in accordance with the latest guidance from Natural England in 'An approach to landscape sensitivity assessment – to inform spatial planning and land management', 2019.

This strategic, County-wide Landscape Sensitivity (LS) study is to assist the process to make an informed choice of suitable site allocations for inter alia housing, in the emerging Rutland Local Plan. At this early of the Local Plan preparation, no decisions have been made about the amount and distribution of development, and therefore appreciation of landscape sensitivity is an important consideration in that process at an early stage of plan making

The LS study has assessed the sensitivity of settlement fringes around Uppingham, which includes the land the subject of this representation between Stockerston Road and Leicester Road, Uppingham.

Set out in **Appendix 5** are the relevant extracts from the LS Assessment for this Site, which falls under Study Parcels UPP 10 and UPP 1. These conclusions drawn in respect of the site reflects in LS terms the conclusions drawn by David Tyldesley Associates in 2012, as described above, namely that the Site has medium sensitivity that the Site to housing development. These are detailed in the extracts from the LS assessment for this Site in Appendix 5, but we would draw the following to your attention in the LS assessment of UPP 10

- i. Landscape patters, landcover & scale: *“As a localised landscape uncharacteristic of the wider Undulating Mixed Farmlands LCA the area may be able to accommodate housing without significantly affecting landscape character”.*
- ii. Sense of Place, rural quality & landscape quality: *“Retains strong positive rural character although some hedgerows are in poor condition and nearby modern housing reduces sense of place...important elements of green infrastructure. Uppingham School playing fields on the north-east boundary, being peripheral land with important links to the countryside. New development would need to respect this quality. Uppingham Town Cricket Club is located along the north western boundary of the study parcel, diluting the rural character”*
- iii. Tranquillity: *“Some tranquillity but reduced by nearby housing, school playing fields and Stockerston Road”*
- iv. Settlement Pattern & Character: *“Western expansion of the town along Stockerston Road...and along Leicester Road to the north-east, has taken advantage of the relatively flat landform. Further housing is allocated in the Neighbourhood Plan. The earlier housing off Stockerston Road comprises standardised layout and vernacular buildings using modern materials with little aesthetic appeal or character, creating a less than attractive approach into the town from the west...Sensitive new housing design and layout could create a more sympathetic settlement edge, better assimilating it into the surrounding countryside”*
- v. Skylines and Local points: *“The current settlement edge is seen on the skyline in views from the west. The study parcel’s landform means that views of new development are likely to be similar to existing”*
- vi. Distinctiveness: *“Landscape Features and combinations of elements are generally common place and not particularly distinctive”*
- vii. Landform: *“No distinctive or valued landform features”*
- viii. Scenic, aesthetic, perceptual & experiential: *“Not valued for its scenic or aesthetic qualities”*
- ix. Views: *“Not visually related to landscapes recognised for their quality. The study parcel has strong rural character...but with human influences”*

In summary the LS Assessment for Study Parcel UPP 10 concluded that

*“ ...There are links to open countryside from the Uppingham School playing fields, regarded as important open space in the Uppingham Neighbourhood Plan. As localised landscape uncharacteristic of the wider Undulating Mixed farmlands LCA*

*the area may be able to accommodate housing without significantly affecting the landscape character, but detailed design and layout should ensure that sensitive open space, sensitive visual receptors and the area of transition to the Lgeihfield Forest LCA are avoided where possible.*

*The principle of development would be consistent with the settlement pattern and character. Sympathetic new housing design and layout could create a more sympathetic settlement edge than existing along the western edge of the town, better assimilated into the surrounding countryside.”*

The overall landscape sensitivity of the study parcel UPP 10 to housing was **”medium”**. We concur with that assessment and conclusion.

The overall landscape sensitivity of the study parcel UPP 10 to housing was **”medium-high”**, but it is noted that this study area also principally considers land to the east of Leicester Road and this study parcel *“represents important transitional land between the town and the undulating Mixed farmlands LCA and Leighfield Forest LCA. It is also perceived as providing an important separation function as open land between Uppingham and Ayston”*

As such, the main findings in respect of overall landscape sensitivity of study parcel UPP 1 can clearly be seen to relate specifically to the land to the east and north of the Leicester Road and south of the A47.

### **Technical Constraints**

Other initial technical assessments have been undertaken in support of the promotion of the Site and no technical constraints to the delivery have been identified. The Site is located in Flood Zone 1, no impact on the Conservation Area (or other heritage assets) would occur as a result of development, ecological benefits can occur on-site through net gains in biodiversity, no severe highways impact would occur and the proposal has the ability to deliver a green edge to the south alongside other environmental and social benefits.

The Landowners’ who form the basis of this representation demonstrate that the land is availability, achievable and deliverable (the development could commence within the first five years of the Local Plan period) and the location is considered a sustainable location for housing. This is recognised by the significant developer interest in promoting this Site for housing.

The Site offers a number of significant benefits to the community of Uppingham, and the wider Rutland area (for example, it is within easy reach of Rutland Water and Eye Brook Reservoir), and this opportunity should be recognised within the new Local Plan as an appropriate location for housing development through a housing allocation in the Regulation 18 Plan.

Such an allocation would, in our view, represent a high-quality housing development that would deliver a new western link road and high quality beautifully designed sustainable development, in accordance with the objectives of the NPPF and relevant Development Plan policies. The economic benefits, to which significant weight are attached, are clear given the provision of jobs associated with the construction of the Site and subsequent support to existing retail and commercial businesses through increased local spending. The residential development scheme can be achieved in a form that will minimise the environmental effect and could lead to significant recreational, landscape and biodiversity gains.

As a result of these independent and mutually supportive benefits, we consider that a proposed development would represent a prime example of a high-quality, well designed beautiful sustainable development that would accord with the NPPF and relevant

### **Developer Interest in the Site**

There is significant developer interest in this Site, which seeks enable early delivery of this Site for much needed market and affordable residential development in Uppingham and bring with it significant community and environmental gains, including the delivery of this section of the Uppingham link road.

## CONCLUSIONS AND RECOMMENDATIONS

To this end, we commend the Council should apply the higher position from the 2019 SHMA housing market analysis of 190 dwellings per annum with a 20% buffer and it is noted that this option is likely to more fully meet the identified affordable housing needs of the county.

In addition, the average delivery of homes in the County since 2006 equates to 168 dwellings per annum. However, between 2015/16 and 2019/20 there was a total of 1,114 dwellings completed, equating to the delivery of 223 homes per annum. Clearly market signals would suggest housing need in Rutland is high and potentially a further option based on recent delivery should at least be further considered as part of the responses to this consultation exercise.

Regarding the spatial strategy, we consider the preferred approach should be that a higher proportion of growth should be concentrated at Uppingham as the main town in the County, well above the 316 dwellings over the plan period as currently proposed. Indeed, public transport provision and access to active travel options will be higher within this settlement than smaller settlements in the County and therefore this provides the best opportunity for the Council to tackle the climate crisis.

In respect of our clients' interests at land north of Stockerston Road, Uppingham present a Site that represents a sustainable location for growth adjacent to the main town of Uppingham.

The development of the western link road and the proposed housing (a minimum of 500 new homes) would create a legible, strong and defensive southern boundary to this western edge of the town, abutting existing established housing. The proposed housing numbers may be phased over more than one Neighbourhood Plan process, as this opportunity is seen as medium-long term in the delivery of significant benefits for the town. The proposals could be the subject of a separate Development Plan Document, if the Site is allocated, to guide the details, delivery trajectory, design, landscaping, bio-diversity net gain and infrastructure and the parameters of the development to ensure the development is sustainable and holistically planned and in accord with the NPPF and Rutland Local Plan.

It would enhance the existing approach to the town. Through the implementation of green infrastructure, SuDS and open space the development provides significant opportunities for recreational activities to the benefit of the wider Uppingham community and deliver biodiversity net gains.

There are no technical or other constraints to preclude the delivery of this opportunity. The Site is entirely located in Flood Zone 1; it is outside the Uppingham Conservation Area and does not possess character and appearance of special landscape, architectural or historic interest and does not adversely affect any heritage assets (designated or non-designated). It would deliver ecological benefits on-site through net gains in biodiversity; it would not give rise to any severe highway impacts; and, the Site would deliver social and recreational benefits including much needed affordable housing.

The new Local Plan will undoubtedly need to identify and allocate land towards meeting Local Housing Need. Given this important point, an allocation of this Site for residential development it would deliver significant benefits to the community of Uppingham and the wider Rutland area.

Overall, the Site owners has supported this representation and the Site, if allocated, can

make an early and positive contributions towards enabling the Council to deliver its vision, its strategic priorities towards meeting its housing needs (both market and affordable). The Site enables the provision of a western link road between Stockerston Road – Leicester Road (this perhaps may be the a first phase of a wider link road proposal involving phases between Corby Road and Stockerston Road in the south and Leicester Road and A47 in the north).

We believe there are no significant technical issues which would make this Site unsuitable for development in planning terms or would delay the delivery of housing on site. The Site is considered to be a deliverable housing allocation, is suitable, available, achievable and deliverable and can make a significant contribution towards sustainable development in Rutland.

We, therefore respectfully request that Site, the subject of this representation, be identified as a housing allocation along with the delineation of a road corridor for the provision of a western link road between Stockerston Road and Leicester Road, Uppingham in the Regulation 19 Pre-Submission Plan.

**APPENDIX 1 – Site Location Plan**

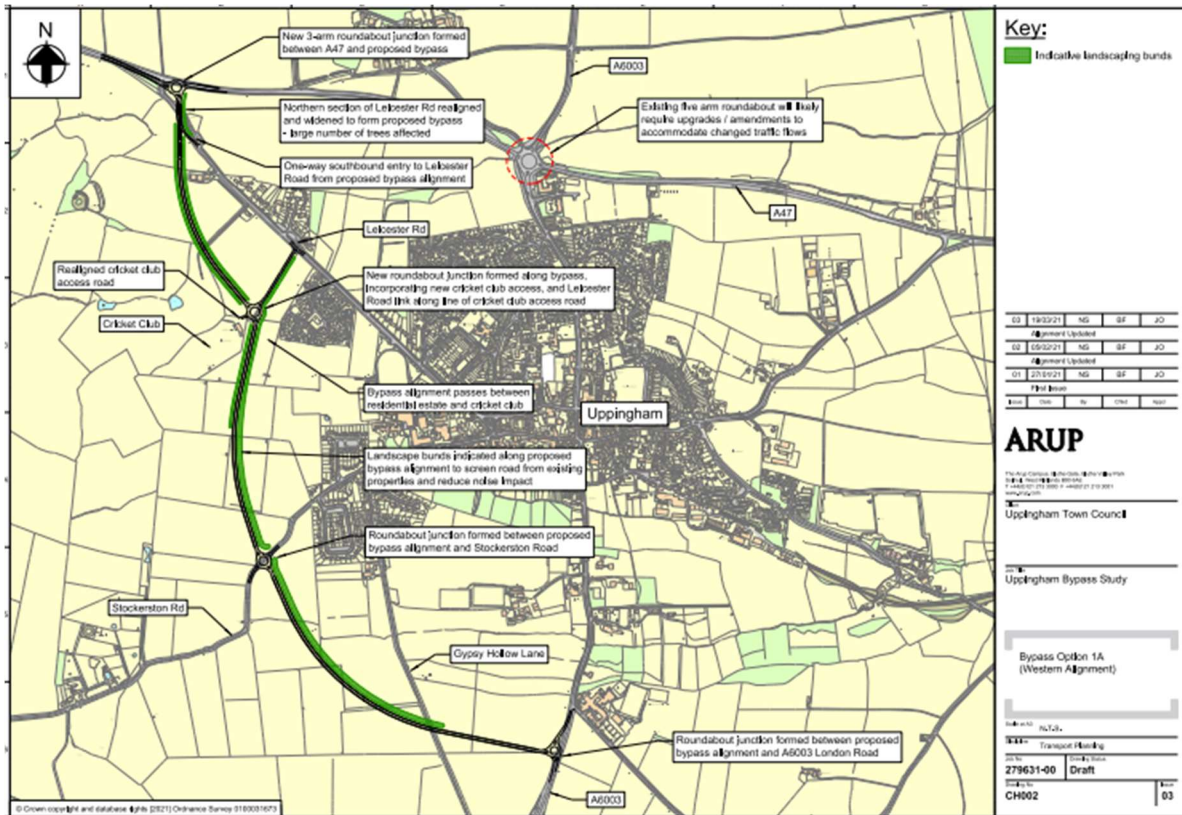


Uppingham Neighbourhood Plan (Review) 2022/2023

Policy U-HA1 Site allocation for land off Leicester Road (EDGED YELLOW)

## Appendix 2

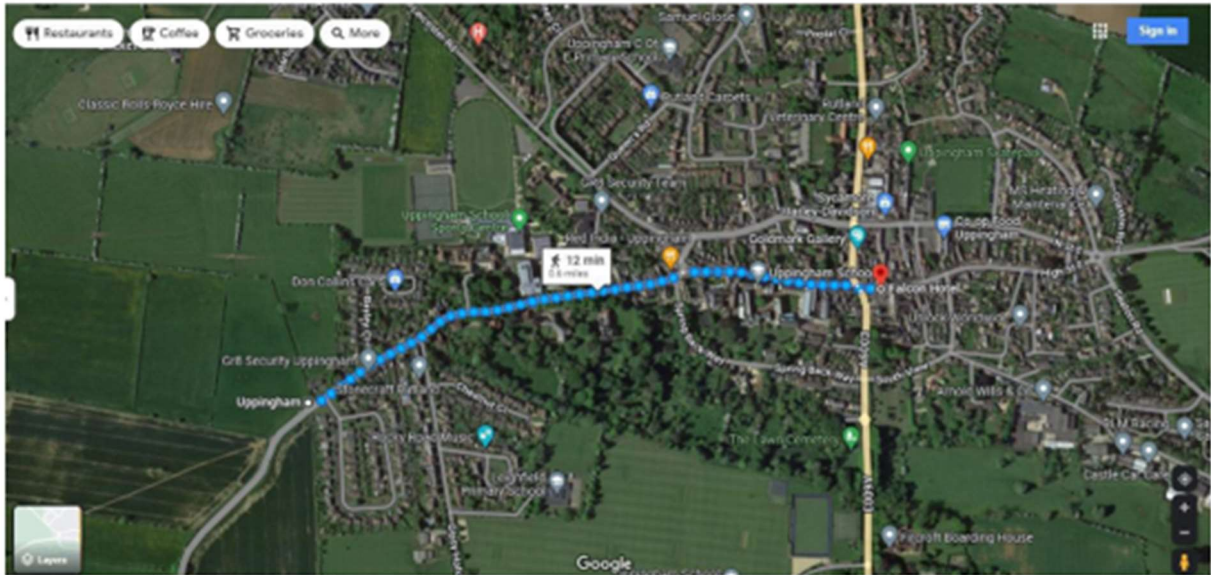
### Western Bypass Option 1A



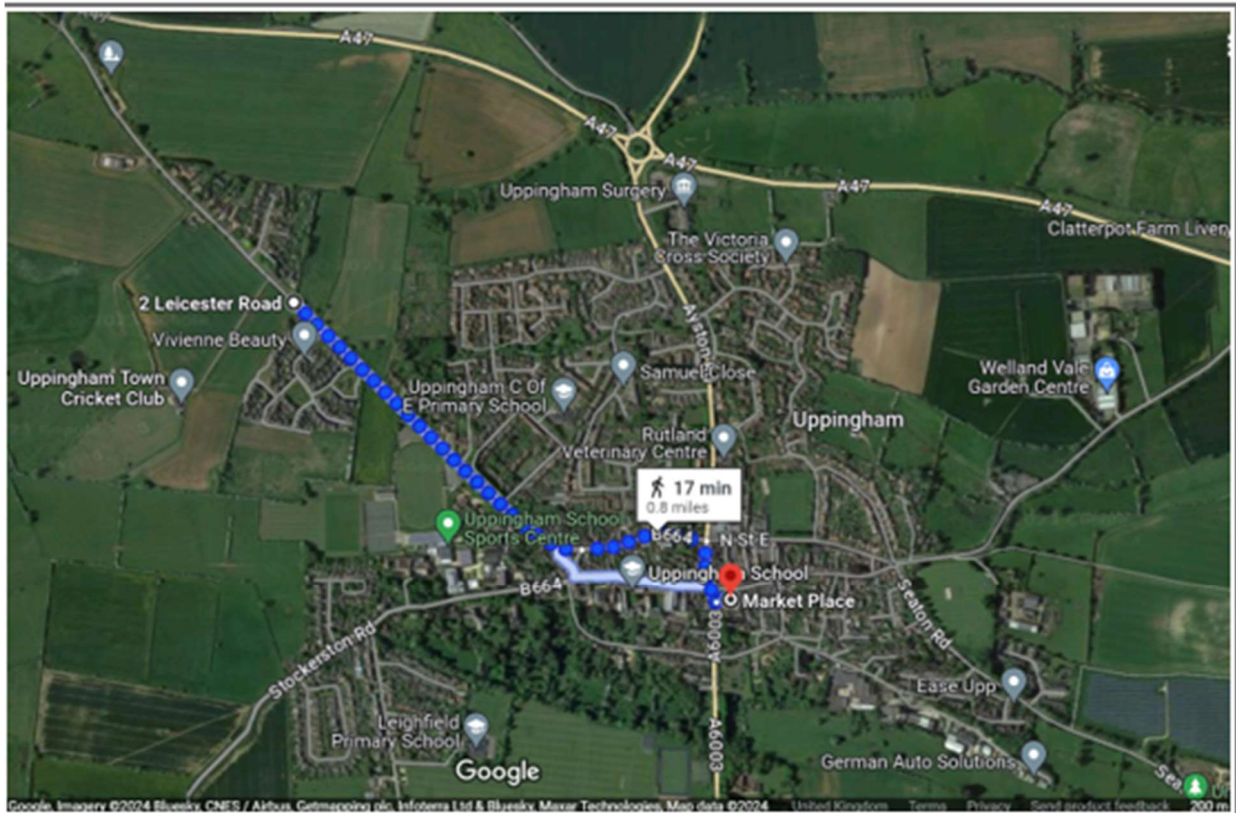


### APPENDIX 3 – Location of town centre facilities to the Site

Not to Scale

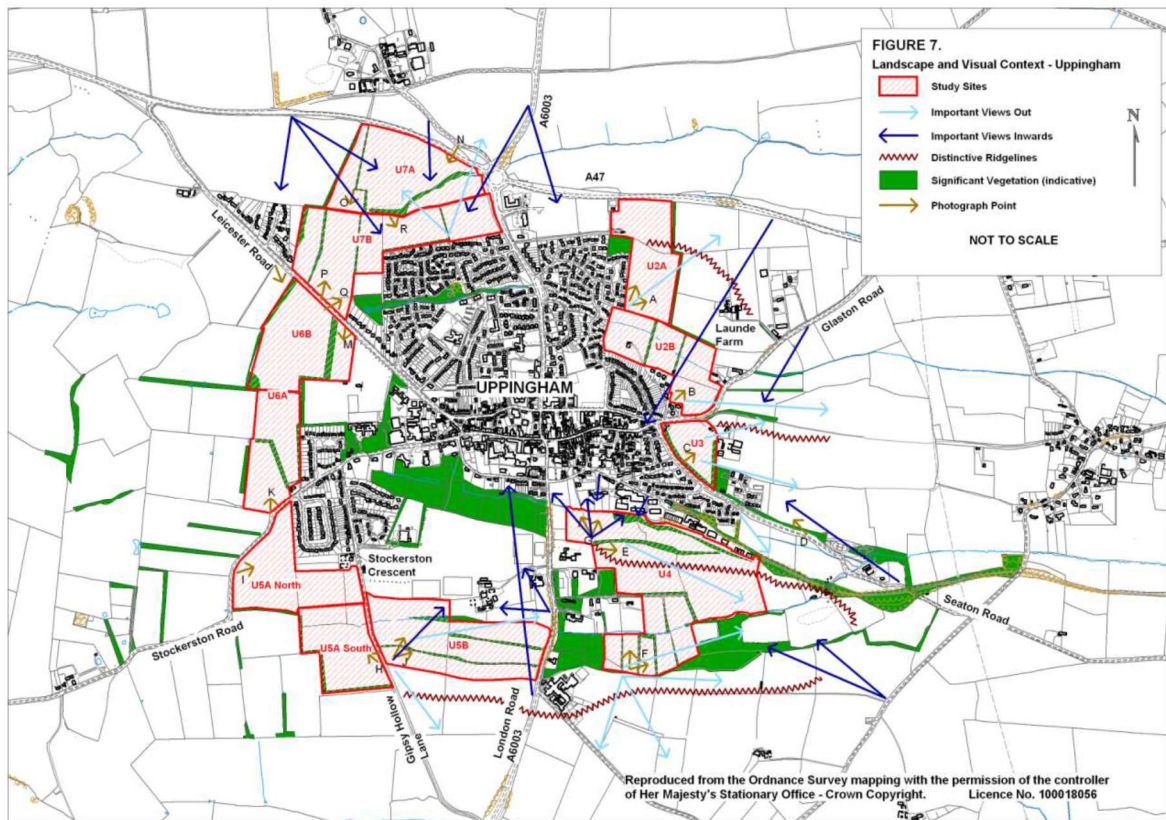
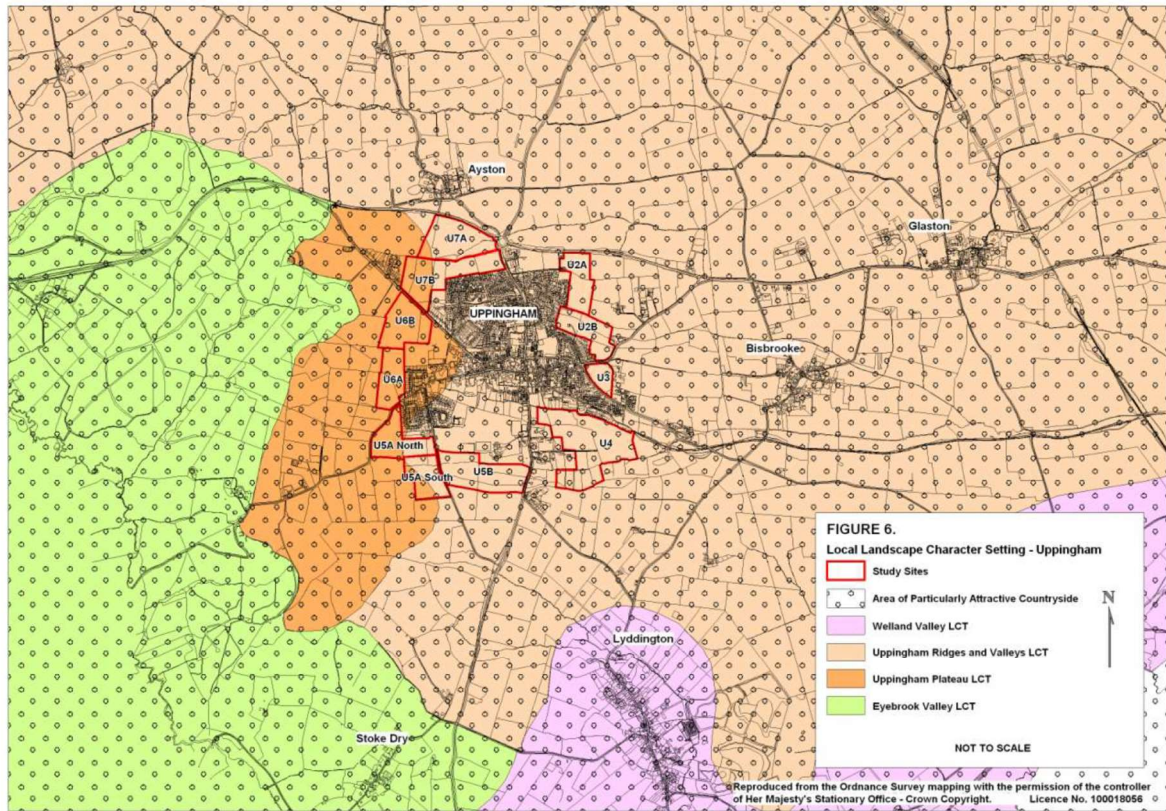


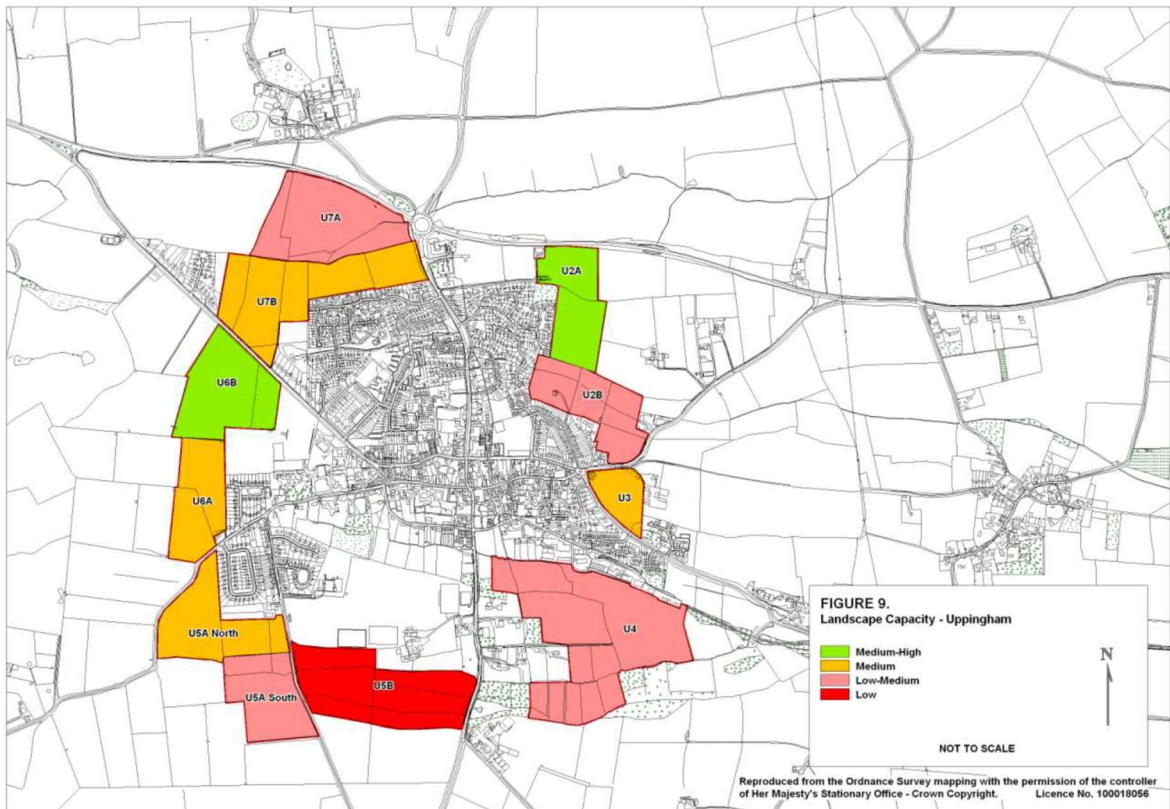
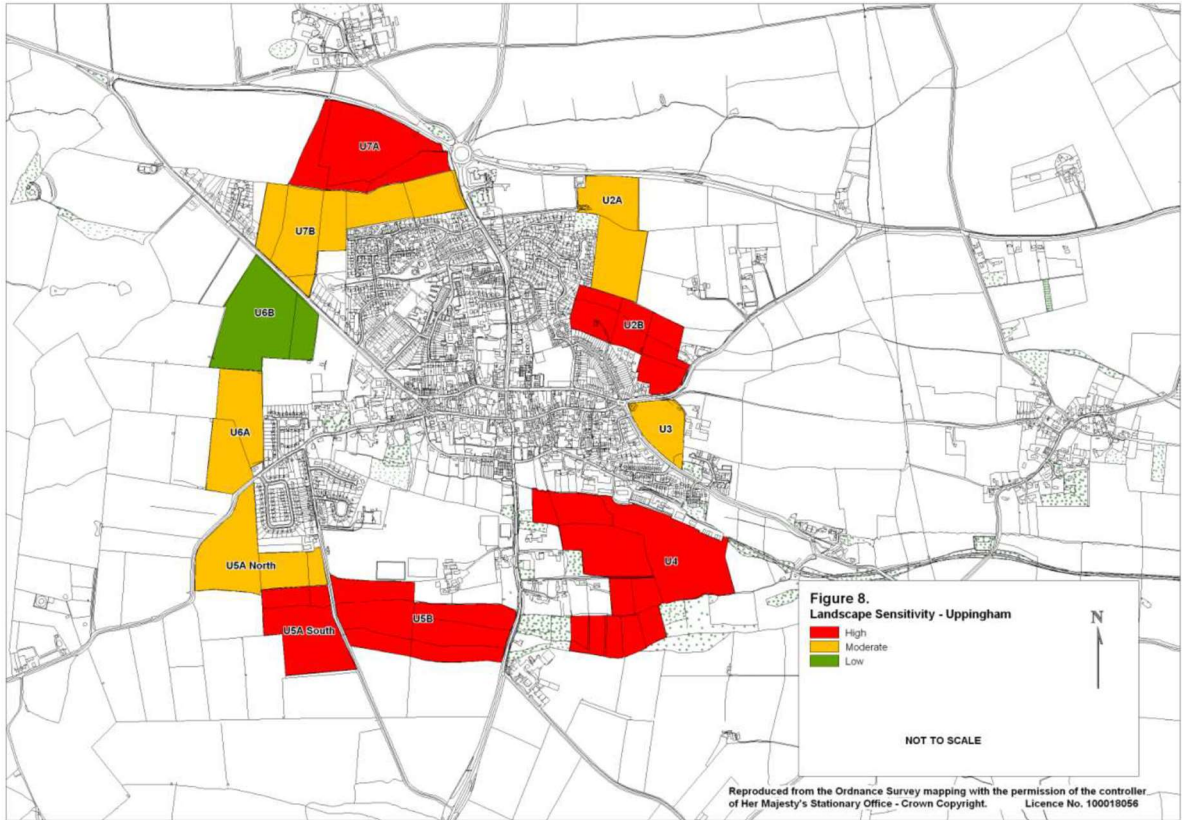
Stockerston Road to the Market Place



Leicester Road to the Market Place

**APPENDIX 4 – Extracts from RCC Landscape Sensitivity and Capacity Study 2010 (David Tyldesley Associates)**





**Appendix 5 - Extracts from Rutland Settlement Landscape Sensitivity Assessment (July 2023) relating to Study Parcels Upp 10 and UPP 1 at Uppingham**

**Landscape Sensitivity to Development – UPPINGHAM – Study Parcel UPP10**

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
		H	HM	M	ML	L
<b>Landscape</b>						
<b>Landform</b>	The study parcel wraps around the western side of Uppingham on a relatively flat plateau. Lying within the High Rutland Landscape Character Type, which is characterised as a high plateau dissected by numerous small streams creating a distinctive hilly, rolling landform – however, this area to the west of Uppingham is uncharacteristic, localised area of flatter, indistinct landscape within the Undulating Mixed Farmlands Landscape Character Area (LCA). To the west the land falls steeply within the more rolling topography of the Leighfield Forest LCA.				ML ML	
<b>Landscape pattern, landcover &amp; scale</b>	The study parcel comprises a number of small to medium scale, open, geometric agricultural fields predominantly improved or semi-improved grassland for sheep grazing, with occasional arable use. Bounded by closely trimmed field hedgerows, generally intact but gappy elsewhere, with occasional hedgerow trees. Dry stone walls are a feature alongside Stockerston Road, and remnant ridge and furrow is particularly susceptible to irreplaceable loss. As a localised landscape uncharacteristic of the wider Undulating Mixed Farmlands LCA the area may be able to accommodate housing without significantly affecting landscape character. Employment uses would be particularly harmful to established landscape pattern, landcover and scale.		HM	M		
<b>Sense of place, rural quality &amp; landscape quality</b>	Retains a strong positive rural character although some hedgerows are in poor condition and nearby modern housing reduces sense of place. Boundary features are worthy of conservation as habitats with good connectivity providing wildlife corridors as important elements of green infrastructure. Uppingham School playing fields on the north-eastern boundary are regarded as Important Open Space in the Uppingham Neighbourhood Plan, being peripheral land with important links to open countryside. New development would need to respect this quality. Uppingham Town Cricket Club is located along the north-western boundary of the study parcel, diluting the rural character.		HM	M		
<b>Tranquillity</b>	Some tranquillity but reduced by nearby housing, school playing fields and Stockerston Road.				ML ML	
<b>Settlement pattern &amp; character</b>	Western expansion of the town along Stockerston Road, including Stockerston Crescent and Bayley Close adjacent to the parcel's eastern boundary, and along Leicester Road to the north-east, has taken advantage of the relatively flat landform. Further housing off Leicester Road is allocated within the Uppingham Neighbourhood Plan. The earlier housing off Stockerston Road comprises standardised layout and vernacular buildings using modern materials with little aesthetic appeal or character, creating a less than attractive approach into the town from the west, although garden vegetation softens the appearance. Sensitive new housing design and layout could create a more		HM		ML	

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
		H	HM	M	ML	L
	sympathetic settlement edge, better assimilated into the surrounding countryside. Employment uses would be inconsistent with settlement pattern and character.					
<b>Visual</b>						
<b>Visibility, intervisibility &amp; types of views</b>	Although the study parcel occupies a relatively elevated, flat plateau, views into the area from nearby viewpoints are restricted by topography and boundary hedgerows and trees. There are views into the study parcel when approaching from the west along Stockerston Road, although limited by the sinuous nature of the road, the intact roadside hedgerows and tall hedgerow trees. Properties on Stockerston Close are slightly raised above the road with views across the study parcel out to open countryside. Similarly, some properties on Bayley Close have views across the study parcel out to open countryside. The Rutland Round recreational route enters the town from the countryside to the west via Stockerston Road, with views across the study parcel. The southern-most part of the parcel is open to views from walkers on Gipsy Hollow Lane.		HM HM			
<b>Skylines and focal points</b>	The current settlement edge is seen on the skyline in views from the west. The study parcel's landform means that views of new development are likely to be similar to existing. Views out from adjacent residential properties may be obstructed by new development. The transition from the Undulating Mixed Farmlands LCA to the Leighfield Forest LCA along the study parcel's north-western edge is marked by a steep fall in gradient where new development could skyline in views from further west. The study parcel is particularly susceptible to larger scale employment uses since skyline impacts would be difficult to mitigate.		HM	M		
<b>Scenic quality</b>	Not recognised for its scenic quality, although the study parcel retains a strong rural character, but this is influenced by nearby housing, the cricket club and associated elements, and Stockerston Road.			M M		
<b>Visual receptors</b>	Although the study parcel occupies a relatively elevated, flat plateau, visual receptors are limited by topography and boundary hedgerows and trees. Views across the study parcel from residents at home, users of the Rutland Round recreational route that follows Stockerston Road and walkers on Gipsy Hollow Lane are visual receptors most susceptible to changes in view. Travellers on the surrounding roads are less susceptible. There will be many visual receptors when the cricket ground is in use, but these receptors are less susceptible to changes in view.			M M		
<b>Landscape Value</b>						
<b>Strength of landscape character and condition</b>	Strong, positive rural character although some hedgerows are in poor condition and nearby modern housing and cricket club reduces sense of place. Landscape features and combinations of elements are generally commonplace and not typical of the wider Undulating Mixed Farmlands LCA, but remnant ridge and furrow is particularly susceptible to irreplaceable loss. Employment uses would be particularly harmful to rural character.	H	HM	M	ML	L
			HM	M		

Criteria	Susceptibility and Value	Sensitivity to Housing				
		Sensitivity to Employment				
<b>Distinctiveness</b>	Landscape features and combinations of elements are generally commonplace and not particularly distinctive. Ridge and furrow is a distinctive landscape feature that contributes to landscape character and sense of place. The study parcel lies either side of Stockerston Road that is a gateway / approach into the town from the west.			M M		
<b>Landform</b>	No distinctive or valued landform features.					L L
<b>Natural ecological heritage</b>	Boundary hedgerows and trees are wildlife habitats of ecological interest that contribute to sense of place and are valued features that could form the basis of ecological / nature recovery / green infrastructure networks.				ML ML	
<b>Cultural heritage</b>	Dry stone wall and ridge and furrow provide a time depth dimension.			M M		
<b>Recreational</b>	Recreational opportunity is limited to the nearby Rutland Round recreational route from where experience of the landscape is important. Uppingham Town Cricket Club is located along the north-western boundary of the study parcel, providing recreational opportunity but where experience of the landscape is less important.				ML ML	
<b>Associations</b>	No known associations.					L L
<b>Scenic, aesthetic, perceptual and experiential</b>	Not valued for its scenic or aesthetic qualities. The study parcel retains a strong rural character, with perceived naturalness and some tranquillity, but with human influences. Uppingham School playing fields on the north-eastern boundary are regarded as Important Open Space in the Uppingham Neighbourhood Plan, being peripheral land with important links to open countryside. New development would need to respect this value.			M M		
<b>Visual Value</b>		H	HM	M	ML	L
<b>Views related to landscapes and assets of recognised quality / value</b>	Not visually related to landscapes recognised for their quality. Uppingham School playing fields on the north-eastern boundary are regarded as Important Open Space in the Uppingham Neighbourhood Plan, being peripheral land with important links to open countryside.			M M		
<b>Regional and local views</b>	Views from the Rutland Round recreational route and from walkers on Gipsy Hollow Lane through the countryside are of value.			M M		
<b>SUMMARIES</b>						
<b>Summary and mitigation potential Housing Development</b>	The sensitivity of this area lies in its location on a relatively elevated, flat plateau on the western edge of the town where there are currently open views from adjacent properties out across the study parcel to open countryside. There are links to open countryside from the Uppingham School playing fields, regarded as Important Open Space in the Uppingham Neighbourhood Plan. As a localised					

Criteria	Susceptibility and Value	Sensitivity to Housing				
		Sensitivity to Employment				
	landscape uncharacteristic of the wider Undulating Mixed Farmlands LCA the area may be able to accommodate housing without significantly affecting landscape character, but detailed design and layout should ensure that sensitive open space, sensitive visual receptors and the area of transition to the Leighfield Forest LCA are avoided where possible. The principle of residential development would be consistent with settlement pattern and character. Sensitive new housing design and layout could create a more sympathetic settlement edge than existing along the western side of the town, better assimilated into the surrounding countryside.					
<b>Summary and mitigation potential Employment Development (where materially different from housing)</b>	Employment uses comprising larger buildings of utilitarian character, wider access requirements and incompatible relationship with the residential uses to the inner edge of the parcel would be likely to have a detrimental effect on the rural character overall and its relationship to the town.					
<b>NCA</b>	NCA 93: High Leicestershire.					
<b>Rutland LCA</b>	Undulating Mixed Farmlands LCA (within High Rutland LCT). Forces for Change from the LCA: <i>Modern incursion in the Undulating Mixed Farmlands LCA has been relatively limited, to expansion of Uppingham, North Luffenham and Whissendine, and some modern infill and village-edge development, with increased use of uncharacteristic building materials including brick and tile.</i> Landscape Management Strategy from the LCA: <i>CONSERVE and where necessary RESTORE the strong agricultural and historic rural character and unity of the landscape.</i> To achieve this the following guidelines are relevant: <ul style="list-style-type: none"> <li>• <i>Protect the character of the countryside and the distinctive character, form and pattern of settlements. Uppingham is likely to be a location for further growth, where landscape and visual impact of any new development is a particular consideration, as well as on other settlement edges, where the aim should be to ensure it fits well into the landscape in terms of location, style and design. Neighbourhood Plans, landscape sensitivity studies and other documents should be followed to guide the location and the form of development.</i></li> </ul>					
<b>HLC type</b>	Planned Enclosure; Planned Enclosure Containing Ridge & Furrow; Farm Complex.					
<b>Overall landscape sensitivity of study parcel UPP10 to housing development</b>		<b>Medium</b>				
<b>Overall landscape sensitivity of study parcel UPP10 to employment development</b>		<b>High / Medium</b>				

**Landscape Sensitivity to Development – UPPINGHAM – Study Parcel UPP1**

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
		H	HM	M	ML	L
<b>Landscape</b>						
<b>Landform</b>	Relatively flat, indistinct landform with a gradual fall eastwards, then more steeply towards study parcel 2. The study parcel lies on a distinct plateau that continues northwards to the A47; land to the north and east is more undulating and characteristic of the Undulating Mixed Farmlands LCA within High Rutland LCT. To the west the land falls steeply within the more rolling topography of the Leighfield Forest LCA.				ML ML	
<b>Landscape pattern, landcover &amp; scale</b>	Medium scale, open agricultural fields, with small areas of pasture to the east and west. Simple land cover confined to field boundaries; trimmed hedgerows with occasional hedgerow trees border the geometrically shaped, rectangular arable field along its northern and eastern boundaries, generally taller along the Leicester Road except opposite the Cemetery. A relatively dense mix of tall hedgerow, trees and mature garden vegetation including tall conifers lies along the southern boundary with the Westlands and Shepherd's Way housing development and allocated housing site within the PLD, providing a well-integrated and defined edge to Uppingham in this location. A mature tree belt along a shallow ditch continues eastwards along the southern boundary with study parcel UPP2. Being relatively well contained by boundary vegetation, the area may be able to accommodate housing without significantly affecting landscape character, but the study parcel represents important transitional land between the town and the Undulating Mixed Farmlands LCA and Leighfield Forest LCA. Employment uses would be particularly harmful to established landscape pattern, landcover and scale.	H	HM			
<b>Sense of place, rural quality &amp; landscape quality</b>	Strong rural character and sense of place, in good condition, with man-made influences. Boundary features are worthy of conservation as habitats with good connectivity providing wildlife corridors as important elements of green infrastructure.		HM HM			
<b>Tranquillity</b>	Nearby housing and roads, especially the busy A47, affect tranquillity.				ML ML	
<b>Settlement pattern &amp; character</b>	Housing within the Westlands and Shepherd's Way housing development and Neighbourhood Plan-allocated housing site within the PLD provides a strong, well-defined edge to Uppingham to the north, softened by boundary vegetation (former Civil Parish boundary) that assimilates the town into the surrounding countryside. The well-vegetated watercourse to the east also provides a strong, positive northern edge to the town. Development would continue the established settlement pattern northwards and eastwards, but the study parcel to the north is important to the character of Uppingham and the setting of the town in the landscape, as a transitional landscape between the town and the Undulating Mixed Farmlands LCA and Leighfield Forest LCA. It provides an important		HM HM			

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
		H	HM	M	ML	L
	function as intervening open countryside between Uppingham and the village of Ayston to the north of the A47, where development would be prominent and could lead to the perceived coalescence of the settlements with adverse impact on Ayston's countryside setting, including the setting of St. Mary The Virgin's Church, Ayston. Thus, the study parcel serves as an important break between town and countryside. Development in the eastern part of the study parcel would be divorced from the settlement edge that is defined by the PLD that excludes the adjacent Allotments.					
<b>Visual</b>		H	HM	M	ML	L
<b>Visibility, intervisibility &amp; types of views</b>	Although the study parcel occupies a relatively elevated, flat plateau, views into the area from nearby viewpoints are restricted by boundary hedgerows and trees. These also serve to provide a relatively well integrated built edge to the town along its north-western side. The study parcel provides an important open buffer in views approaching Uppingham from the west along the A47, from the public footpath passing north-south through the eastern end, and from Leicester Road which is also part of the Rutland Round recreational route. The undulating topography to the north and west serves to limit views in (and of the town generally), especially from lower lying valleys. Views from ridges of higher ground are also generally restricted by vegetation that new development could breach, especially taller employment uses.	H	HM			
<b>Skylines and focal points</b>	Development within the study parcel would be conspicuous on the skyline in some views currently unaffected by built development and would create a new exposed edge in foreground views. There are important views out of the town from its northern edge, from Leicester Road and from public rights of way to Ayston to the north, where the church is an important focal point, and to distant hills to the east. These views would be obstructed by new development. The study parcel is particularly susceptible to larger scale employment uses since skyline impacts would be difficult to mitigate.	H	HM			
<b>Scenic quality</b>	Not recognised for its scenic quality, although the study parcel retains a strong rural character, but this is influenced by nearby housing and roads, in particular the busy A47, and other man-made structures and activity.			M M		
<b>Visual receptors</b>	Views across the study parcel from residents at home and users of the Rutland Round recreational route that follows Leicester Road and the public right of way to the north are visual receptors most susceptible to changes in view. Travellers on the surrounding roads are less susceptible but there are many viewers from the busy A47. Views from ridges of higher ground are also generally restricted by vegetation that new development could breach, especially taller employment uses.		HM HM			
<b>Landscape Value</b>		H	HM	M	ML	L
<b>Strength of landscape character and condition</b>	Strong rural character and sense of place, in good condition, with intact field boundaries, although with some human influences.			M M		

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
<b>Distinctiveness</b>	Landscape features are not particularly distinctive but combine to form a positive rural character and sense of place. The landscape represents important transitional land between the town and the Undulating Mixed Farmlands LCA and Leighfield Forest LCA. It provides a strong, positive northern edge to the town and an important function as intervening open countryside between Uppingham and the village of Ayston.		HM HM			
<b>Landform</b>	Landform of the study parcel is not particularly distinctive or valued, but the uncharacteristic plateau represents important transitional land between the town and the Undulating Mixed Farmlands LCA and Leighfield Forest LCA surrounding it.			M M		
<b>Natural ecological heritage</b>	Boundary vegetation including the mature tree belt alongside the watercourse are wildlife habitats of ecological interest that contribute to sense of place and are valued features that could form the basis of ecological / nature recovery / green infrastructure networks.			M M		
<b>Cultural heritage</b>	No historic or other cultural heritage value.					L L
<b>Recreational</b>	Recreational opportunity is provided by the public right of way passing north-south through the eastern part of the study parcel, linking the town with the countryside, and by the Rutland Round recreational route that follows Leicester Road. Experience of the landscape from these routes is important and where the study parcel forms part of the view that is important to the enjoyment of the recreational activity.			M M		
<b>Associations</b>	No known associations.					L L
<b>Scenic, aesthetic, perceptual and experiential</b>	Not valued for its scenic or aesthetic qualities. The study parcel retains a strong rural character with human influences. It contributes to distinctive views to Ayston to the north, where the church is an important focal point, and to distant hills to the east. The study parcel is perceived as providing an important separation function as open land between Uppingham and Ayston, and as a transitional landscape.		HM HM			
<b>Visual Value</b>		H	HM	M	ML	L
<b>Views related to landscapes and assets of recognised quality / value</b>	Not visually related to landscapes recognised for their quality. Views to Ayston Church that acts as a focal point are of value.			M M		
<b>Regional and local views</b>	Views from public rights of way including the Rutland Round recreational route are of value.			M M		

Criteria	Susceptibility and Value	Sensitivity to Housing Sensitivity to Employment				
<b>SUMMARIES</b>						
<b>Summary and mitigation potential Housing Development</b>	The sensitivity of this area lies in its location beyond the strong, well-defined edge to Uppingham to the north, that is softened by boundary vegetation (former Civil Parish boundary) that assimilates the town into the surrounding countryside. Being relatively well contained by boundary vegetation, the area may be able to accommodate housing without significantly affecting landscape character, but the study parcel represents important transitional land between the town and the Undulating Mixed Farmlands LCA and Leighfield Forest LCA. It is also perceived as providing an important separation function as open land between Uppingham and Ayston. Development on the steeply falling ground to the east may be visually contained by topography but would significantly affect landscape character and would be contrary to settlement form and pattern that has seen the growth of the town confined principally to the flat plateau-like landscape. Development in the eastern part of the study parcel would be divorced from the settlement edge that is defined by the PLD that excludes the adjacent Allotments. Employment uses would be particularly harmful to established landscape pattern, landcover and scale, and more conspicuous within views currently of undeveloped countryside. Further growth of the town may occur in time to the north if the A47 was to eventually become a new northern edge, where treatment of the new edge would be critical to ensuring a good fit and assimilation into the countryside.					
<b>Summary and mitigation potential Employment Development (where materially different from housing)</b>	Some additional sensitivity of the landscape in relation to employment-based development would be expected to arise as a consequence of the increase in scale of buildings and access infrastructure and general activity levels in comparison to housing development. Employment uses would be particularly harmful to established landscape pattern, landcover and scale. The study parcel is particularly susceptible to larger scale employment uses since skyline impacts would be difficult to mitigate.					
<b>NCA</b>	NCA 93: High Leicestershire.					
<b>Rutland LCA</b>	Undulating Mixed Farmlands LCA (within High Rutland LCT). Forces for Change from the LCA include: <i>Modern incursion in the Undulating Mixed Farmlands LCA has been relatively limited, to expansion of Uppingham, North Luffenham and Whissendine, and some modern infill and village-edge development, with increased use of uncharacteristic building materials including brick and tile.</i> Landscape Management Strategy from the LCA: <i>CONSERVE and where necessary RESTORE the strong agricultural and historic rural character and unity of the landscape. To achieve this the following guidelines are relevant:</i> <ul style="list-style-type: none"> <li><i>Protect the character of the countryside and the distinctive character, form and pattern of settlements. Uppingham is likely to be a location for further growth, where landscape and visual impact of any new development is a particular consideration, as well as on other settlement edges, where the aim should be to ensure it fits well into the landscape in terms of location, style and design. Neighbourhood Plans, landscape sensitivity studies and other documents should be followed to guide the location and the form of development.</i></li> </ul>					
<b>HLC type</b>	Planned Enclosure; Piecemeal Enclosure; Re-organised Piecemeal Enclosure.					
<b>Overall landscape sensitivity of study parcel UPP1 to housing development</b>					<b>High / Medium</b>	
<b>Overall landscape sensitivity of study parcel UPP1 to employment development</b>					<b>High</b>	

## **APPENDIX 6**

### **ASSESSMENT AGAINST RCC SHLAA CRITERIA: LAND NORTH OF STOCKERSTON ROAD AND SOUTH OF LEICESTER ROAD: (THE SITE)**

1. The Site was not promoted for residential development as part of the Call-for-Sites process in 2022. However, over the last 18 months a professional consultancy team have been advising the Landowners following consideration of key material considerations relevant to the promotion of the site for residential development, a potential new primary school site, the provision of a new link road between Stockerston Road and Leicester Road and strategic landscaping, biodiversity net-gain, open space, associated infrastructure.
2. Accordingly, we set out below, our assessment of the Site based on the SHLAA Suitability Assessment process, which has informed our consideration of the principle of residential development on the site development.
3. As indicated above the Site is adjacent to the western edge of the built-up area of Uppingham, which comprises principally residential development.

#### **SUMMARY OF KEY CONSIDERATIONS**

**Highways:** Access would be taken from Stockerston Road in the south and Leicester Road in the north, with a new western link road running between the two. The precise points of access remain to be determined along with the link of the new link road. Consideration would be given to how pedestrians/cyclists would access the services within Uppingham town centre and elsewhere in Uppingham. It is not considered that the traffic associated with this proposal would have any severe impacts on the wider road network. Therefore, subject to the detailed design of the proposed accesses and new link road to serve the proposed residential development (including pedestrian/cycle access to services), it is considered that there is no access constraint in principle to the proposed allocation of the Site.

**Right of Way:** No public rights of way cross the sites

**Agricultural Land Classification:** Grade 3

**Ecological Designations:** The Site is greenfield and in agricultural use. There are no known International, National, Regional or Local designations that are relevant to the site. A Biodiversity Net Gain screening will be required to be undertaken in due course in addition to relevant ecological and arboricultural surveys. Existing hedgerows and tress on site would be retained and enhanced. There are no known TPO's on or adjacent to the Site.

**Heritage:** There are no known Listed buildings within close proximity of the site.

**Conservation Area:** The site is outside the designated Uppingham Conservation Area. Through sensitive design of the proposed housing the general setting to this edge of the village, particularly from the south west/north-west) and in relation to the Uppingham Conservation Area would not be adversely affected.

**Archaeology:** The Site will require appropriate archaeological assessment. If archaeological remains were revealed within its vicinity appropriate mitigation could be secured by planning condition attached to any future planning permission. As part of the development control process an archaeological pre-determination assessment by desk based and appropriate field assessment would be undertaken.



**Flood Risk:** The Site is situated within Flood Zone 1. It is considered that at the planning application stage a SuDs drainage system would be designed and implemented. It is not anticipated that there would be any objection in principle to the allocation and development of this Site for small-scale housing.

**Infrastructure:** There are no electricity pylons or pipelines crossing the site. Furthermore, all utilities (electricity, water, drainage, sewerage, gas and broadband) are available to serve the Site.

**Contamination:** It is not considered that the Site is subject to any contamination or other environmental health risks. At the planning application stage, a Stage 1 Geophysical/Ground Conditions survey would be undertaken.

### **Landscape:**

In landscape terms the site benefits from a good degree of enclosure behind mature boundaries to the west and north and is perceived as being directly related to the eastern urban edge of Uppingham.

The 2010 Landscape Sensitivity Study identified some significant vegetation within the site in the form of hedgerows. Where possible, residential development would seek to retain existing and enhance hedgerows along the boundary and internally. If any hedgerow or vegetation of significance had to be lost this would be replaced and hedgerow areas extended wherever possible. The site can deliver green infrastructure enhancements and the bio-diversity net gains. The David Tyldesley & Associated Landscape Sensitivity Study in 2010 commissioned by Rutland County Council assessed the eastern section of the site and concluded that this land was of moderate landscape sensitivity and medium landscape capacity, as shown in the relevant plan extracts from this Report in **Appendix 3**. The areas to the immediate south of Leicester Road were shown on higher sensitivity but have now in part been developed for housing. The subsequent Bayou Bluenvironment Limited's Landscape Sensitivity And Capacity Study Of land to the North and West Of Uppingham, Rutland Addendum Report (June 2017) did not include this Site.

### **Facilities**

In relation to Uppingham the Site is sustainably related to the centre of the town, with easy access on foot or by bicycle. The Site is 6.1 miles to Oakham, 12.5 miles to Stamford to the east, and 8.6 miles to Corby in the south. There is a train station in Oakham, Corby and Stamford. Uppingham has a doctor's surgery, The Uppingham Surgery on North Gate, Uppingham.

Uppingham is a sustainable and thriving market town with good bus services to other main centres. There are bus stops along Leicester Road and securing public transport to access the Site and provide a circular route for residents would be achieved through the planning application process, with the principle being established via a Policy allocating the Site,

The Site is within walking distance of both Leighfield Primary School and Uppingham CofE Primary School.

**Silver Fox Development Consultancy**

