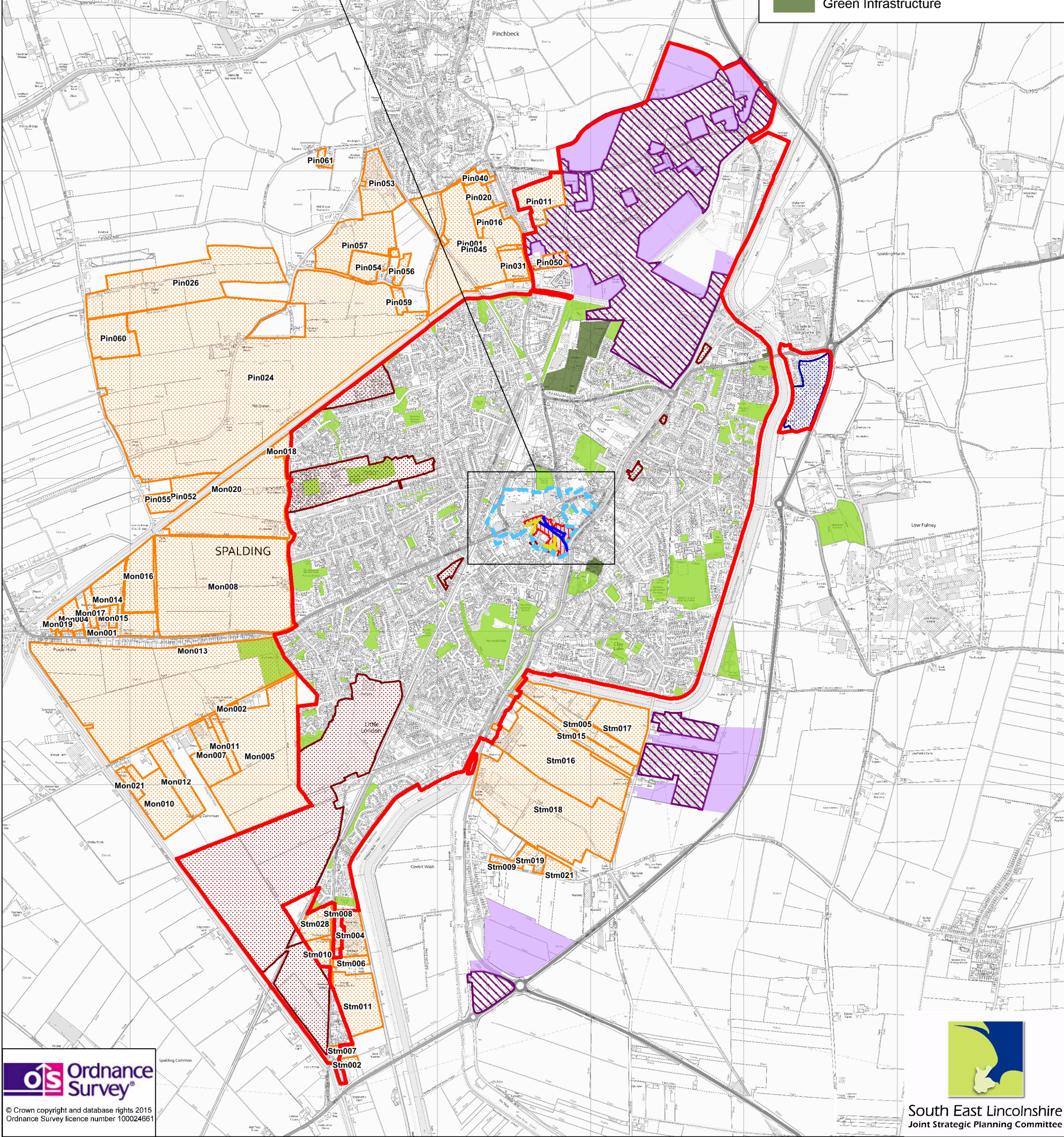


Spalding

Sub Regional Centre



- Proposed Settlement Boundary
- Existing Main Employment Area
- Proposed Main Employment Area
- Specific Occupier Site
- Town Centre Boundary
- Primary Shopping Area
- Primary Shopping Frontage
- Secondary Shopping Frontage
- Potential Housing Site
- Housing Commitment
- Recreational Open Space
- Green Infrastructure



Identifying potential housing sites in Spalding

The Requirement - the emerging Local Plan seeks the development of approximately 7450 dwellings at Spalding between 2011 and 2036.

Completions - 530 new homes were built in Spalding between 1st April 2011 and 31st March 2015.

Commitments – as at 31st March 2015, planning permission was outstanding for the construction of 2960 dwellings in Spalding, including the following sites which are assessed in the South East Lincolnshire Land Availability Assessment (SELLAA):

• Stp003	Former Jewsons, Roman Bank	63 dwellings
• Stp004	80 – 89 Commercial Road	14 dwellings
• Stp005	Land to the east of Willow Row	10 dwellings
• Stj003	2 – 4 St Johns Road	53 dwellings
• Stj004	Former PO Sorting Office	12 dwellings
• Stm012	Holland Park extension	2250 dwellings
• Wyg003	Land to the east of Wygate Park	112 dwellings
• Wyg004	Land to the east of Wygate Park	105 dwellings
• Wyg005	Land to the west of Hayfields	195 dwellings
• Wyg006	Land to the east of Wygate Park	226 dwellings

The SELLAA identifies that sites and are expected to be completed during the Plan period, and there is no evidence to suggest that any of the other planning permissions will not be implemented in the next five years. (The ten sites listed above total more than 2960. This is because many sites are active and dwellings have already been completed)

Residual requirement - thus, the identification of land to accommodate approximately 3958 dwellings is required.

Education – the County Education Department has been consulted and has commented Spalding has a lack of capacity to cope in primary or secondary levels, nor could schools be expanded by this scale, and so would make a request for new facilities.

Flood Risk - the Environment Agency has been consulted in relation to the submitted sites for Spalding and has made the following comments:

- Allocations in areas of hazard would need to ensure that finished floor levels are raised to the appropriate level with additional flood resilient construction incorporated into proposals. Developers would need to confirm that they can

achieve required mitigation and proposal would still be deliverable. Although the predominant source of risk is from tidal/fluvial sources, we also recommend consulting IDB to complete the picture of risk.

- Flood Risk Mitigation Policy to ensure 'safe' development. Finished floor levels (FFL) should be informed by the predicted flood depth maps and set as required below:
 - depths of >1.6m It is unlikely that mitigation measures would prevent flood water from entering the building at ground floor level. Therefore, proposals must be a minimum 2 storey with no ground floor habitable accommodation. The first floor living accommodation shall be above the highest predicted flood depth.
 - depths of 1-1.6m Proposals must be a minimum 2 storey, with FFL set a minimum of 1m above ground level, flood resilient construction shall be used to a height 300mm above the predicted flood level, demountable defences to 600mm above FFL.
 - depths 0.5 - 1m FFL to be set 1m above ground level, flood resilient construction shall be used to a height 300mm above the predicted flood level, (single storey proposals must consider the 0.1% +climate change event for setting FFL).
 - depths of 0.25 - 0.5m FFL to be set 500mm above ground level, flood resilient construction shall be used to a height 300mm above the predicted flood level; depths 0 - 0.25 FFL to be set 300mm above ground level.

South Holland IDB have advised their target standards of protection are; water levels 0.6m below land level for a 1 in 10 year event for agriculture and 0.3m below land level for a 1 in 100 year event for development. They are undertaking flood modelling which is not yet complete.

Welland and Deepings IDB have advised there is no specific risk from our drainage system which requires highlighting for Spalding. Some sites are adjacent to the Boards watercourses and therefore our bye laws apply. In line with current recommendations the use of Sustainable Drainage Systems should be considered as a first approach to dealing with surface water run off. The Board would have to agree and give prior approval for any surface water flows above its designed Greenfield run off rate of 1.4litres/sec/Ha to its system.

Anglian Water has commented that the surface water network capacity has major constraints and all sites should seek to reduce flood risk and incorporate Sustainable Drainage Systems.

Sewage Treatment – the environment Agency has commented that Spalding water recycling centre has capacity for 25000 dwellings. Anglian water has commented that the water recycling centre has sufficient capacity for all but 1 site. The foul sewage network would require upgrading for most sites including one where there is major capacity constraints.

Water Supply – Anglian Water has commented that there is adequate water capacity to meet the proposed development but the supply network would require upgrading for 25 of the 53 sites.

Deliverable and developable sites

The South East Lincolnshire Strategic Housing Land Availability Assessment identifies the following sites at Spalding which:

- Do not have a residential planning permission (or are not subject to a Committee resolution to grant permission);
- Are assessed as deliverable or developable, or are undevelopable only as a consequence of availability issues; and
- Will deliver 10 or more dwellings.

Sequentially preferable sites

Site	Flood Zone	Flood Hazard (2115)	Flood depth (2115)	Capacity	Notes
Mon002	3a	No Hazard	No Hazard	10	<ul style="list-style-type: none"> • Lowest Flood Risk • The site appears to be partially disused and is adjacent residential property and agricultural land • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site • Sewers and water mains cross the site
Mon005	3a	No Hazard	No Hazard	1176	<ul style="list-style-type: none"> • Lowest Flood Risk • The site adjoins residential development and the planning permission to the south • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It

					<p>can also provide new transport links and community facilities</p> <ul style="list-style-type: none"> • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is Grade 1 agricultural land • It is crossed by a former railway line, which is recorded on the South Holland contaminated land register • Sewers and water mains cross the site
Mon007	3a	No Hazard	No Hazard	208	<ul style="list-style-type: none"> • Lowest Flood Risk • The site appears to be disused and is near residential property and adjacent agricultural land • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • It is recorded as containing factory or works and machinery uses on the South Holland contaminated land register • Sewers cross the site and a pumping station is nearby
Mon011	3a	No Hazard	No Hazard	60	<ul style="list-style-type: none"> • Lowest Flood Risk • The site adjoins residential development • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is Grade 1 agricultural land
Mon013	3a	No Hazard	No Hazard	2331	<ul style="list-style-type: none"> • Lowest Flood Risk • The site is between Horseshoe Road and Bourne Road and is near existing residential development

					<ul style="list-style-type: none"> • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • It is recorded as containing unknown filled land and a former railway on the South Holland contaminated land register. • The site is grade 1 agricultural land • Water mains cross the site and a pumping station is nearby • The foul sewage network has major capacity constraints for this site
Mon008	3a	Low Hazard	0.25-0.50	1626	<ul style="list-style-type: none"> • Low Flood Risk • The site is at the junction of Monkshouse Lane and Bourne Road and is near existing residential development. • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land • Sewers and water mains cross the site
Mon014	3a	Low Hazard	0.25-0.50	323	<ul style="list-style-type: none"> • Low Flood Risk • The site is behind frontage residential development on Bourne Road and also fronts Bourne Road itself. • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site

					<ul style="list-style-type: none"> • Water mains cross the site • The site is grade 1 agricultural land
Mon019	3a	Low Hazard	0.25-0.50	40	<ul style="list-style-type: none"> • Low Flood Risk • The site is to the rear of dwellings fronting the A151 • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is Grade 1 agricultural / horticultural land
Mon020	3a	Low Hazard	0.25-0.50	840	<ul style="list-style-type: none"> • Low Flood Risk • The site is close to existing development • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Water mains cross the site • The site is grade 1 agricultural land and adjoins the Vernatts Drain
Mon021	3a	Low Hazard	0.25-0.50	44	<ul style="list-style-type: none"> • Low Flood Risk • The site is grade 2 agricultural land that adjoins residential development and South Drove Drain • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site
Mon001	3a	Low	0.50-	45	<ul style="list-style-type: none"> • Low Flood Risk, significant depth

		Hazard	1.0m		<ul style="list-style-type: none"> • The site is an industrial site which is likely to cause noise disturbance to the adjacent uses • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site may be contaminated
Mon004	3a	Low Hazard	0.50-1.0m	60	<ul style="list-style-type: none"> • Low Flood Risk, significant depth • The site is to the rear of dwellings fronting the A151 • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is Grade 1 agricultural land
Mon012	3a	Danger for Some	0.25-0.50	171	<ul style="list-style-type: none"> • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • The site is adjoins residential development • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is mostly Grade 1 agricultural land • Moderate Flood Risk, moderate depth
Mon010	3a	Danger for Some	0.50-1.0m	299	<ul style="list-style-type: none"> • The site is mostly Grade 2 agricultural land that adjoins residential development • The development of the Spalding

					<p>Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities</p> <ul style="list-style-type: none"> • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Moderate Flood Risk, significant depth
Mon016	3a	Danger for Most	0.50-1.0m	241	<ul style="list-style-type: none"> • The site is near existing residential development • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land • Poor Flood Risk, significant depth
Mon017	3a	Danger for Most	0.50-1.0m	38	<ul style="list-style-type: none"> • The site is near existing residential development • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land • Poor Flood Risk, significant depth
Mon018	3a	Danger for Most	0.50-1.0m	37	<ul style="list-style-type: none"> • The site is near existing residential development • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for

					<p>this site</p> <ul style="list-style-type: none"> • The site is grade 1 agricultural land • Water mains cross the site • Poor Flood Risk, significant depth
Mon015	3a	Danger for Most	1.0-2.0m	22	<ul style="list-style-type: none"> • The site is grade 1 agricultural land as well as a yard. It is near existing industrial development but this is also a SHLAA site and could therefore come forward for housing as well • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Poor Flood Risk, worst depth
SUB TOTAL				7571	
Pin050	3a	No Hazard	No Hazard	50	<ul style="list-style-type: none"> • Lowest Flood Risk • The site is adjacent the hospital and accessed off the new access road to the hospital • Visual impacts on neighbours would be acceptable • Waste water and the foul sewage network have sufficient capacity for this site • It is also adjacent the industrial estate which has the potential to be a bad neighbour, although there are residential properties nearby • Industrial impact on residential development can be addressed by dwelling choice, layout and the use of openspace
Pin053	3a	No Hazard	No Hazard	233	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site

					<ul style="list-style-type: none"> • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land to the west of the railway line adjacent Pinchbeck and fronts Mill Green Road • Water mains cross the site and a pumping station is nearby
Pin054	3a	No Hazard	No Hazard	119	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove • The area has some development to the east but is otherwise countryside
Pin055	3a	No Hazard	No Hazard	25	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land to the north of the Vernatts Drain and fronts Tydd Road
Pin056	3a	No Hazard	No Hazard	44	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for

					<p>this site</p> <ul style="list-style-type: none"> • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove • The area has some development but is otherwise countryside
Pin057	3a	No Hazard	No Hazard	373	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove • The area has some development but is otherwise countryside • Water mains cross the site
Pin061	3a	No Hazard	No Hazard	26	<ul style="list-style-type: none"> • Lowest Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Highfield Lane • The area has some development but is otherwise countryside
Pin024	3a	Low Hazard	0.25-0.50	4842	<ul style="list-style-type: none"> • Low Flood Risk • It is open with some trees and hedges with scattered buildings, including dwellings • Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon • Mill Green Road passes through the site • The development of the Spalding

					<p>Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities</p> <ul style="list-style-type: none"> • Waste water and the foul sewage network requires upgrading for this site • The site is a very large area of grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line • The site wraps around a pottery which is indicated on the SHDC contaminated land register • Water mains cross the site
Pin026	3a	Low Hazard	0.25-0.50	938	<ul style="list-style-type: none"> • Low Flood Risk • It is open with some trees and hedges with scattered buildings, including dwellings • Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon • Mill Green Road passes through the site • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is an area of grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line
Pin052	3a	Low Hazard	0.25-0.50	149	<ul style="list-style-type: none"> • Low Flood Risk • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Wygate Park is visible from the site and so the area's character is beginning to change with the development of

					<p>Spalding on the horizon</p> <ul style="list-style-type: none"> Waste water has sufficient capacity for this site The foul sewage network requires upgrading for this site The site is grade 1 agricultural land to the north of the Vernatts Drain and fronts Tydd Road
Pin059	3a	Low Hazard	0.25-0.50	34	<ul style="list-style-type: none"> Low Flood Risk The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities Waste water has sufficient capacity for this site The foul sewage network requires upgrading for this site The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove The area has some development but is otherwise countryside
Pin060	3a	Low Hazard	0.25-0.50	224	<ul style="list-style-type: none"> Low Flood Risk It is open with some trees and hedges with scattered buildings, including dwellings Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon Mill Green Road passes through the area The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities The site is grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line
Pin001	3a	Danger for Some	0.25-0.50	1185	<ul style="list-style-type: none"> The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area Visual impacts on neighbours would be

					<p>significant if all the site was developed, changing the character of the area totally, and joining Pinchbeck and Spalding together. The concept plan indicates a lot of open space and this would maintain a visual break between the two settlements from Spalding Road</p> <ul style="list-style-type: none"> • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The railway is currently being improved in order to take more freight traffic. This could be a bad neighbour • The site is Grade 1 agricultural land • Moderate Flood Risk, moderate depth • Water mains and sewers cross the site
Pin011	3a	Danger for Some	0.25-0.50	169	<ul style="list-style-type: none"> • The site is a buffer between residential development on Spalding Road and Wardentree Lane and the industrial development on Enterprise Way. • Some services and facilities are accessible by foot but there is a cycle way network in the Wardentree Lane Industrial Area that accesses Spalding and there are bus stops on Spalding Road • The site has planning permission subject to the completion of a legal agreement. • Moderate Flood Risk, moderate depth
Pin016	3a	Danger for Some	0.25-0.50	59	<ul style="list-style-type: none"> • The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable • It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way • There are no bad neighbour uses because it is away from the railway line • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site

					<ul style="list-style-type: none"> • The foul sewage network requires upgrading for this site • Moderate Flood Risk, moderate depth • Duplicates with Pin001
Pin020	3a	Danger for Some	0.25-0.50	90	<ul style="list-style-type: none"> • The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable • It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way • There are no bad neighbour uses because it is away from the railway line • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Moderate Flood Risk, moderate depth • Sewers cross the site • Duplicates with Pin001
Pin031	3a	Danger for Some	0.25-0.50	91	<ul style="list-style-type: none"> • The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable • It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way • There are no bad neighbour uses because it is away from the railway line • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Moderate Flood Risk, moderate depth • Water mains cross the site • Duplicates with Pin001
Pin040	3a	Danger	0.25-	32	<ul style="list-style-type: none"> • The site is a small field behind some

		for Some	0.50		<p>dwelling and visual impacts on neighbours should be acceptable</p> <ul style="list-style-type: none"> • It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way • There are no bad neighbour uses because it is away from the railway line • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site • Moderate Flood Risk, moderate depth • Duplicates with Pin001
Pin045	3a	Danger for Some	0.25- 0.50	784	<ul style="list-style-type: none"> • The development of the Spalding Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • The site is Grade 1 agricultural land between Pinchbeck and the Vernatts Drain and between Spalding Road and the railway line, although part of the site lies to the west of the railway • Visual impacts on neighbours would be significant, if all the site was developed, changing the character of the area totally and joining Pinchbeck and Spalding together • The railway is currently being improved in order to take more freight traffic. This could be a bad neighbour. • The SHDC contaminated land register refers to the railway and to filled land near this site • Moderate Flood Risk, moderate depth • Water mains and sewers cross the site • Duplicates with Pin001
Pin025	3a	Danger	0.25-	11	<ul style="list-style-type: none"> • The development of the Spalding

		for Some	0.50		<p>Western Relief Road will require strategic allocations of land and this section of land lies in one such area. It can also provide new transport links and community facilities</p> <ul style="list-style-type: none"> Waste water and the foul sewage network have sufficient capacity for this site Moderate Flood Risk, moderate depth
SUB TOTAL NO DUPLIC ATES 8422					
Stm004	3a	Danger for Most	0.50- 1.0m	140	<ul style="list-style-type: none"> The site is in a row of frontage dwellings with depth development further to the north and south Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities Waste water has sufficient capacity for this site The foul sewage network requires upgrading for this site Poor Flood Risk, significant depth
Stm005	3a	Danger for Most	0.50- 1.0m	359	<ul style="list-style-type: none"> The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16 Together they round off Spalding in this location There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities Waste water has sufficient capacity for

					<p>this site</p> <ul style="list-style-type: none"> • The foul sewage network requires upgrading for this site • It is recorded as containing unknown filled ground on the South Holland contaminated land register • Sewers cross the site and a pumping station is nearby • Poor Flood Risk, significant depth
Stm009	3a	Danger for Most	0.50-1.0m	27	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drive and Burr Lane • There is also an allocated employment site on Spalding Drive with a recent planning permission for new business park, with another to the south against the A16 • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities • Waste water and the foul sewage network have sufficient capacity for this site • It is recorded as containing unknown filled land on the South Holland contaminated land register • Poor Flood Risk, significant depth
Stm010	3a	Danger for Most	0.50-1.0m	63	<ul style="list-style-type: none"> • The site is adjacent the planning permission for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Poor Flood Risk, significant depth
Stm015	3a	Danger for Most	0.50-1.0m	174	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit

					<p>Road, the Coronation Channel, Spalding Drove and Burr Lane</p> <ul style="list-style-type: none"> • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16 • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Sewers cross the site • Poor Flood Risk, significant depth
Stm021	3a	Danger for Most	0.50-1.0m	52	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • It is recorded as containing a unknown filled land on the South Holland contaminated land register • Poor Flood Risk, significant depth
Stm028	3a	Danger for Most	0.50-1.0m	108	<ul style="list-style-type: none"> • The site is near the planning permission for 2,250 dwellings to the west of the B1172, which also crosses

					<p>the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities. It will also provide new transport links and community facilities</p> <ul style="list-style-type: none"> • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Poor Flood Risk, significant depth
Stm001	3a	Danger for Most	1.0-2.0m	16	<ul style="list-style-type: none"> • The site has planning permission for one detached dwelling with a paddock to the rear • It is in a row of frontage dwellings with depth development further to the north • Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities. It will also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site • Poor Flood Risk, worst depth
Stm002	3a	Danger for Most	1.0-2.0m	24	<ul style="list-style-type: none"> • The site is in a row of frontage dwellings with depth development further to the north • Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site

					<ul style="list-style-type: none"> • Poor Flood Risk, worst depth
Stm006	3a	Danger for Most	1.0-2.0m	42	<ul style="list-style-type: none"> • The site is in a row of frontage dwellings with depth development further to the north and south • Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site • Poor Flood Risk, worst depth
Stm007	3a	Danger for Most	1.0-2.0m	20	<ul style="list-style-type: none"> • The site is in a row of frontage dwellings with depth development further to the north • Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities • Waste water and the foul sewage network have sufficient capacity for this site • Sewers cross the site • Poor Flood Risk, worst depth
Stm011	3a	Danger for Most	1.0-2.0m	293	<ul style="list-style-type: none"> • The site is between Stennett Avenue and Cradge Bank Road • Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. It will also provide new transport links and community facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site

					<ul style="list-style-type: none"> • It is recorded as surrounding a sewerage works on the South Holland contaminated land register • Sewers cross the site and a pumping station is nearby • Poor Flood Risk, worst depth
Stm016	3a	Danger for Most	1.0-2.0m	789	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • It is recorded as containing a former railway on the South Holland contaminated land register • Water mains and sewers cross the site and a pumping station is nearby • Poor Flood Risk, worst depth
Stm017	3a	Danger for Most	1.0-2.0m	260	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well

					<ul style="list-style-type: none"> as accessible services and facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • It is recorded as containing a unknown filled land on the South Holland contaminated land register • Poor Flood Risk, worst depth
Stm018	3a	Danger for Most	1.0-2.0m	1128	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide new cycleways and bus routes as well as accessible services and facilities • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • It is recorded as containing a former railway on the South Holland contaminated land register • Poor Flood Risk, worst depth
Stm019	3a	Danger for Most	1.0-2.0m	65	<ul style="list-style-type: none"> • The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane • There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. • Together they round off Spalding in this location • There are no bus stops on roads adjoining the site. However, the coordinated development of the area may change the situation and provide

					<p>new cycleways and bus routes as well as accessible services and facilities</p> <ul style="list-style-type: none"> • Waste water has sufficient capacity for this site • The foul sewage network requires upgrading for this site • Poor Flood Risk, worst depth
SUB TOTAL				3560	

Options

The inclusion of all the sites as potential options would seem appropriate, although they would collectively accommodate some 19,553 dwellings.