

SOUTH EAST LINCOLNSHIRE LOCAL PLAN: HOUSING PAPER – SPALDING (JUNE 2016)

1 SPALDING’S PLACE IN THE SPATIAL STRATEGY

1.1 Policy 2 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified Spalding as a ‘Sub-Regional Centre’.

1.2 **Comments received** - The following comments were received relating to Spalding’s place in the Spatial Strategy:

1. support the identification of Spalding as a sub-regional centre; it has a clear role as a centre for services, housing and employment with a wide catchment. It is one of the most sustainable locations for development in the Plan area, with the greatest capacity to accommodate significant new housing. It should constrain development where necessary and will provide greater certainty to developers and the community as to where most development should be directed, and the services and economic opportunities that will be required in support;
2. the increasing physical inter-relationship between Pinchbeck and Spalding should be acknowledged to allow for the proper planning of the area - increasingly the settlements should function in partnership and not as two freestanding settlements - this close relationship will grow over the plan period with the delivery of the Sustainable Urban Extension and the associated Spalding Western Relief Road. The settlement curtilage running from Spalding Road to Wardentree Lane should therefore be deleted as it is now superfluous - clearly in terms of planning Spalding and Pinchbeck operate as a single built up area.

1.3 **Responses to the above comments:**

1. Support for the identification of Spalding as a sub-regional centre is noted;
2. It is accepted that the close physical interrelationship between Pinchbeck and Spalding will grow over the plan period. But in terms of role, function and character, each has its own separate identity; the settlement boundaries will help reinforce the distinctive characteristics of each settlement. It is therefore considered that Spalding and Pinchbeck should not become one single settlement;

1.4 Given the above responses to the comments made to Spalding’s place in the Spatial Strategy, it is considered that it should remain as a ‘Sub-Regional Centre’.

2 SPALDING'S HOUSING REQUIREMENTS

2.1 Policy 12 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified that housing allocations should be made in Spalding to provide for 5,720 dwellings between April 2011 and 31st March 2036.

2.2 **Comments received** - The following comments were received concerning Spalding's housing requirements:

1. the provision of 5,720 new houses in Spalding should allow for flexibility (to accommodate current immigration increases and the need for better integration of immigrants);
2. the local infrastructure (schools, doctors, hospital, dentists, local roads, shops, bus services, and sewers) cannot accommodate the demand that will be generated by an additional 5,720 dwellings;
3. the focus of growth at Spalding is supported; the town is well placed to accommodate high levels of growth as a catalyst for development across the district;
4. the growth targets for Spalding should be merged with those for Pinchbeck and be presented as a single target;
5. the house building programme in this area will support key workers getting on the housing ladder commuting out of area for employment which is happening already with the current stock;
6. Spalding would benefit from additional green space; new housing development should ensure provision of good quality green space and that it is located in appropriate locations giving easy access to new residents.

2.3 **Responses to the above comments:**

1. the scale of housing growth proposed for Spalding took account of the most up-to-date information on migration rates;
2. the Local Plan will have to demonstrate how arising infrastructure needs will be met, and these matters will be dealt with in later versions of the document and the Infrastructure Delivery Plan that will accompany it;
3. support for the growth target is noted;
4. it is accepted that Spalding and Pinchbeck adjoin one another. But each has its own role, function, character and identity; separate growth targets will help reinforce the distinctive characteristics of each settlement. It is therefore considered that the growth targets for Spalding and Pinchbeck should not be merged;

5. the Peterborough SHMA 2015 identifies that slightly more people commute to work outside the District than commute in. The SHMA indicates that this means that 'the Local Plan should plan for a higher increase in working residents for a given number of jobs than previously, and therefore the number of new homes should aim to provide for that' so it is not accepted that the focus of new homes will be for those working outside the District;
 6. new development of more than 10 dwellings may be required to provide for additional open space on site, alternatively a financial contribution may be sought to enhance the multi-functionality of existing open space to enhance quality and improve access to a range of open space functions for residents.
- 2.4 It is not considered that the comments made by consultees justify a change to Spalding's housing requirements. However, a slight increase in the housing requirement is considered necessary, following consideration of the potential housing sites (see Section 5), and site specific issues, primarily to enable a more appropriate form of development to be achieved and strategic infrastructure delivered through viable development schemes. Consequently it is considered that a change to Spalding's housing requirement should be made, and that the Local Plan should provide for 5,880 dwellings between 1st April 2011 and 31st March 2036.

3 SPALDING'S RESIDUAL REQUIREMENTS

- 3.1 **Completions** - Between 1st April 2011 and 31st March 2016, 674 new dwellings were built in Spalding.
- 3.2 **Commitments** - As at 31st March 2016, planning permission was outstanding for the construction of 2,857 dwellings in Spalding, and evidence suggests that 2,607 dwellings will be implemented during the Plan period.
- 3.3 **Residual requirement** - Given the above figures, the identification of land to accommodate approximately 2,439 dwellings is required ($5,880 - 674 - 2,607 = 2,599$).

4 INFRASTRUCTURE

- 4.1 **Education** – the County Education Department has commented that there is some capacity at the primary school, and there is capacity to expand, but there is a lack of local capacity at secondary level and, at secondary level, there may be limited capacity to expand.
- 4.2 **Health** – the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase.

- 4.3 **Flood risk** – the Environment Agency have commented that ‘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 that the proposal would still be deliverable. Adopt a Flood Risk Mitigation Policy to ensure safe development. Requirements for Finished Floor Levels (FFL): 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 at a minimum of 1m above ground level, flood resilient construction shall be used to a height of 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 of 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 0-0.25m: FFL to be set 300mm above ground level.
- 4.4 South Holland IDB have commented that 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.’
- 4.5 Welland and Deepings IDB have commented that ‘there is no specific risk from their drainage system. Byelaws apply for sites adjacent to Board watercourses. The use of Sustainable Drainage Systems should be considered as a first approach to dealing with surface water run off. The Board would need to approve any surface water flows above its designed greenfield run off rate of 1.4litres/sec/ha to its system.’
- 4.6 Anglian Water has commented that the capacity of the surface water network has major constraints, and that all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).
- 4.7 **Sewage Treatment** – The Environment Agency has commented that Spalding Water Recycling Centre (Sewage Treatment Works) has capacity for 25,000 dwellings. Anglian Water has commented that the Water Recycling Centre has capacity to serve all the sites, except Pin024, where an upgrade will be required. The foul sewerage network can only accommodate Mon005, Mon007, Mon011, Mon008, Mon019, Mon020, Mon021, Mon018, Mon002, Pin050, Pin040, Pin025, Stm009, Stm001, Stm002, Stm006 and Stm007.
- 4.8 **Water Supply** – Anglian Water has commented that water resources are adequate to serve the proposed growth. However the supply network would require upgrading to accommodate 22 of the sites.

5 SPALDING SITE OPTIONS

- 5.1 Inset Map 2 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified 16 'Potential Housing Sites', Ged001, Ged014, Lut011, Los006, Los008, Los009, Los012, Los014, Los015, Los019, Los020, Los022, Los023, Los026, Los028 and Los030.

- 5.2 **Comments received** - The following comments were made on site ***Mon001 (Land to the north of Bourne Road, Pode Hole)***:

1. support for Mon001 as a new housing site;
2. it has low flood risk;
3. it is an industrial site so its development would improve the character of the neighbourhood;
4. the development of the Spalding Western Relief Road (SWRR) will improve the accessibility of the site;
5. re-development of this existing commercial site for residential use should be acceptable in highway terms. The site's frontage to Bourne Road is large enough for a safe and suitable junction to be formed;
6. waste water has sufficient capacity for this site. The foul sewage network may require upgrading;
7. the site may be contaminated but this will be addressed as part of the planning application process.

- 5.3 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as '0.50-1.0m', not one of the most sequentially preferable sites but with less risk than other sites in Spalding;
3. the SHLAA identifies that 'the site is an industrial site which is likely to cause noise disturbance to the adjacent uses.' Its redevelopment for residential use could lead to enhanced amenity and improvements to the local environment;
4. it is accepted that the SWRR will improve accessibility of the site but this is expected to be outside this plan period;

5. the Highways Authority identifies that ‘redevelopment of this existing commercial site for residential use should be acceptable in highways terms. The site’s frontage to Bourne Road is large enough for a safe and suitable junction to be formed,’ so it appears a satisfactory and straightforward vehicular access can be achieved;
6. Anglian Water identifies that ‘significant off-site sewerage is required to connect foul water’ for this site, so it appears a satisfactory foul water solution can be achieved;
7. The SHLAA identifies that ‘the site is recorded on the South Holland contaminated land register as a factory or works with an unspecified use’, this would need to be addressed through the planning application process;

5.4 **Conclusions on site Mon001** – It is considered that site Mon001 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon001 with two positive (green) impacts being recorded for housing delivery and landscape character, although a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and
- the SHLAA indicates site Mon001 is capable of accommodating 45 dwellings and that ‘opening up costs are likely to be high, nonetheless, if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15) [the plan is currently in year 6] so this site is considered to be deliverable and able to contribute to the Council’s five year supply of available housing sites;
- Site Mon001 is brownfield land; redevelopment would secure environmental enhancements and could also see less greenfield land lost elsewhere;
- Site Mon001 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- the site could contribute to the delivery of the SWRR; and
- no objections were received in relation to this site.

5.5 **Comments received** - No comments were made on site ***Mon002 (Land to the south of Horseshoe Lane, Spalding)***.

5.6 **Conclusions on site Mon002** – It is considered that site Mon002 is one of the most suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon002 with three/13 positive (green) impacts being recorded relating to housing delivery, landscape character and soil, air and water quality, but a further six (blue) impacts could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as open space and school places; and
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as 'low hazard' one of the most sequentially preferable sites within Spalding;
- the SHLAA indicates that 'opening up costs are likely to be low (although flood mitigation costs are likely), if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10) [the plan is currently in year 6], so this site is considered to be deliverable, therefore able to contribute to the Council's five year supply of available housing sites.

5.7 **Comments received** - The following comments were made on site ***Mon004 (Land to the north of Bourne Road, Pode Hole)***:

1. support for site Mon004 as a housing site;
2. the site is served by good transport infrastructure and services;
3. this site can be delivered for housing development ahead of the Preferred Housing Site.

5.8 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the SHLAA identifies that 'services and facilities are not accessible by foot and bicycle share the A151, which may discourage use. There are bus stops on the A151 near the Highways Depot. This site appears to have two existing access points onto Bourne Road,' so it is not accepted that transport infrastructure is good, although access to the road network may be;

3. the SHLAA identifies that 'if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15) [currently the plan is in year 6], so it is accepted that the site could be brought forward and delivered before the whole Preferred Housing Site, although it is not comparable in scale.

5.9 **Conclusions on site Mon004** – It is considered that site Mon004 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon004 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and
- the Highways Authority identifies that 'the site appears to have two existing access points onto Bourne Road. Both are wide enough for private drives rather than adoptable roads, but the principle of developing land by private drives would be acceptable' so although the SHLAA indicates that the site density could be 60 dwellings, it may be that the achievable density is less (up to 10 dwellings, indicatively) to achieve a satisfactory access solution. This will depend on the circumstances of the site and information submitted through the planning application process;
- site Mon004 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- it is assumed that the site is able to commence in year 9 (and be completed before year 15) so the site would contribute to the Council's five year supply of available housing sites;
- no objections were received in relation to this site.

5.10 **Comments received** - The following comments were made on site ***Mon005 (Land to the south of Horseshoe Road, Spalding)***:

1. support for site Mon005, as a housing site;
2. the route of the SWRR goes through many properties; this seems illogical as it would take out many local businesses and compensation would be expensive; a road from Bourne Road to Monks House Lane would be cheaper and only take out a few properties;

3. clarification is sought relating to access points for each phase of the development e.g. to the north and west (if this includes Broadway), where the potential bus route will go, the frequency of the services and the location of bus stops. The location of shops, the school and community centre are also important as this will impact on traffic levels;
4. concerns raised relating to lack of amenity and privacy, and an increase in noise and air pollution from new development.

5.11 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the purpose of the SWRR is to encourage traffic to use an alternative route rather than going through the town centre; a road connecting Bourne Road to Monks House Lane, while a cheaper option would not achieve this objective. It is expected that some local businesses/residents may be required to re-locate, but this is not expected to be a significant number. However it is possible that a connecting estate road could be provided from Monks House Lane to the SWRR in the long term to aid traffic flow but this will be an issue for the next Local Plan;
3. the details relating to access, bus services, location of shops and services will be determined through the masterplan for the site and wider area. This would be addressed through the planning application process;
4. the design of new development will have to ensure that privacy, noise and air pollution levels are appropriate, and care would need to be taken to ensure the amenity of residents is maintained. This would be addressed through the planning application process;

5.12 **Conclusions on site Mon005** – It is considered that the eastern part of site Mon005 is one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon005 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'no hazard', and flood depth in 2115 is classified as 'no hazard' one of the more sequentially preferable sites in Spalding;

- the scale and phasing of housing growth proposed for Spalding took account of many issues, including: the findings of the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015); the population of the parish; the local rate of housing growth between 1976 and 2011; the local availability of land at lower risk of flooding; and the ability to deliver the SWRR. This site has the capacity to provide for 1,176 dwellings at 30/hectare, but this would exceed the housing need for Spalding over the plan period, (when considered alongside other Preferred Allocations), so is not sustainable in this plan period. However a capacity of 220 dwellings would be;
- the western part of Mon005 lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known, allocating that land for housing would be premature and could jeopardise the delivery of the road so the size of Mon005 should reflect this;
- the SHLAA indicates that 'opening up costs are likely to be high, nonetheless, if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25) [the plan is currently in year 6] so is considered to be developable, and would help provide for a continuous supply of housing land over the plan period, and ensure that suitable land is available and able to deliver dwellings at the start of the next plan period;
- the site could contribute to the delivery of the SWRR;

5.13 **Comments received** - The following comments were made on site ***Mon007 (Land to the south of Horseshoe Road, Spalding)***:

1. support for Mon007 as a housing site.

5.14 **Responses to the above comments:**

1. support for the potential housing site is noted.

5.15 **Conclusions on sites Mon007** - It is considered that site Mon007 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon007 with only one positive (green) impact recorded, relating to housing delivery and three negative (orange) impacts relating to access to local shops and services, accessibility and landscape character; and

- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon007 for housing would be premature and could jeopardise the delivery of the road.

5.16 **Comments received** - The following comments were made on site ***Mon008 (Land to the north of Bourne Road, Spalding)***:

1. a relief road suggests a major route by-passing the town and joining a main road for an onward journey - this seems to be estate roads, with no continuity, to suit the developers. A more useful relief road would be from West Pinchbeck or Dozens Bank, running south of Glenside South and linking up with the proposed roundabout on the B1356 by Enterprise Park;
2. need clarification that the land is suitable for building - the movement of silt on South Drove and Tongue End Road, and the number of properties on Wygate Park which have had to have remedial work to their foundations indicates otherwise;
3. support for site Mon008 as a well-located housing site, will benefit the town even though it is outside the 'preferred' location and is not promoted by a developer;
4. the site is close to a Housing Commitment;
5. the route of the SWRR goes through many properties; this seems illogical as it would take out many local businesses and compensation would be expensive, whereas a road from Bourne Road to Monks House Lane would be cheaper and only take out a few properties;

5.17 **Responses to the above comments:**

1. the SWRR will be developed in phases to reflect the level of development required to enable delivery. The standard of the road will be to a different specification than an estate road, designed to carry the type and volume of traffic a relief road is expected to generate. It is not considered that a relief road connecting to West Pinchbeck will address the traffic flow issues and other transport objectives that the SWRR is designed to address;
2. the SHLAA does not raise any concerns relating to land stability;
3. support for the potential housing site is noted, and the SHLAA identifies that the site 'is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's settlement boundary' so it is accepted that it is a well-located site;

4. it is accepted that the site is about 180m from the Wygate Park housing commitment, but it is not accepted that the site is well-related to that new development;
5. the purpose of the SWRR is to encourage traffic to use an alternative route rather than going through the town centre; a road connecting Bourne Road to Monks House Lane, while a cheaper option would not achieve this objective. It is expected that some local businesses/residents may be required to re-locate, but this is not expected to be a significant number. However it is possible that a connecting estate road could be provided from Monks House Lane to the SWRR in the long term.

5.18 **Conclusions on site Mon008** – It is considered that the eastern part of site Mon008 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon008 with two/13 positive (green) impacts being recorded relating to housing delivery and landscape character, although a further nine (blue) impacts could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as open space, sustainable transport and a new primary and secondary school;
- the Local Education Authority consider that the eastern part of the site is well-related to Spalding; the size and location of the site make it suitable to accommodate a new integrated primary and secondary school required to accommodate additional pupils from new development to the north, south and west as well as from existing homes over the plan period;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as '0.25-0.50m' not one of the most sequentially preferable sites in Spalding, not one of the least either;
- it is considered the eastern site could also accommodate 453 dwellings (at 30/hectare); the SHLAA indicates that 'opening up costs are likely to be low, if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10) [the plan is currently in year 6], so this site is considered to be deliverable, therefore able to contribute to the Council's five year supply of available housing sites;

- the western part of Mon008 lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known, allocating that land for housing would be premature and could jeopardise the delivery of the road so the size of Mon008 should reflect this;
- the site could contribute to the delivery of the SWRR;
- although the site attracted objections, none of the issues raised appear to be insoluble, or are particular to this site.

5.19 **Comments received** - The following comments were made on site **Mon010** (***Land to the south of Horseshoe Road, Spalding***):

1. support for site Mon010 as a well-located housing site;
2. it will benefit the town even though it is outside the 'preferred' location and is not promoted by a developer;
3. the site is close to a Housing Commitment;
4. there are Scheduled Monuments (sub-surface cropmarks) to the South West of Spalding which indicate the wider archaeological sensitivity of the landscape. Archaeological advice and further assessment are required to determine the impact of this site on the significance of heritage assets.

5.20 **Responses to the above comments:**

1. the SHLAA identifies that the site 'is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's settlement boundary', so it is not accepted that the site is well-located;
2. it is accepted that if allocated the site could deliver 299 dwellings even though it is not part of the Preferred Housing Site, and has no developer interest;
3. the site is within 170m of the Holland Park housing commitment although there is no direct access and the sites do not relate well to each other;
4. it is acknowledged that there are Scheduled Monuments to the south-west of Spalding, but it is considered that with careful layout and design (informed by archaeological advice and assessment) that impacts are likely to be acceptable.

5.21 **Conclusions on site Mon010** – It is considered that site Mon010 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon010 with one positive (green) impact being recorded for housing delivery and three negative (orange) impacts relating to access to local shops and services, accessibility and landscape character;
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for some', and flood depth in 2115 is classified as '0.50-1.0m', not one of the most sequentially preferable sites in Spalding;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon012 for housing would be premature and could jeopardise the delivery of the road.

5.22 **Comments received** - The following comments were made on site ***Mon011 (Land to the south of Horseshoe Road)***:

1. support for site Mon011

5.23 **Responses to the above comments:**

1. support for the potential housing site is noted;

5.24 **Conclusions on site Mon011** - It is considered that site Mon011 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon011 with only one positive (green) impact being recorded relating to housing delivery and three negative (orange) impacts relating to access to local shops and services, landscape character and land, air and water quality; and
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon011 for housing would be premature and could jeopardise the delivery of the road.

5.25 **Comments received** - The following comments were made on site ***Mon012 (Land to the south of Horseshoe Road, Spalding)***:

1. support for site Mon012 as a well-located housing site;
2. it will benefit the town even though it is outside the 'preferred' location and is not promoted by a developer;
3. the site is close to a Housing Commitment;

4. there are Scheduled Monuments (sub-surface cropmarks) to the South West of Spalding which indicate the wider archaeological sensitivity of the landscape. Archaeological advice and further assessment are required to determine the impact of this site on the significance of heritage assets.

5.26 **Responses to the above comments:**

1. the SHLAA identifies that the site 'is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's settlement boundary', so it is not accepted that the site is well-located;
2. it is accepted that the site could deliver 171 dwellings even though it is not part of the Preferred Housing Site, and has no developer interest;
3. the site is within 230m of the Holland Park housing commitment although there is no direct access and the sites do not relate well to each other;
4. it is acknowledged that there are Scheduled Monuments to the south west of Spalding, but it is considered that with careful layout and design, informed by archaeological advice and assessment, that impacts are likely to be acceptable.

5.27 **Conclusions on site Mon012**– It is considered that site Mon012 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon012 with one positive (green) impact being recorded for housing delivery and two negative (orange) impacts relating to access to local shops and services and landscape character;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon012 for housing would be premature and could jeopardise the delivery of the road.

5.28 **Comments received** - The following comments were made on site ***Mon013 (Land between Bourne Road, Horseshoe Road and East Road, Spalding)***.

1. support for site Mon013, as a well-located housing site, which could benefit the town even though it is outside the 'preferred' location and is not promoted by a developer;
2. the site is close to a Housing Commitment;

3. there are Scheduled Monuments (sub-surface cropmarks) to the South West of Spalding which indicate the wider archaeological sensitivity of the landscape. Archaeological advice and further assessment are required to determine the impact of this site on the significance of heritage assets.

5.29 Responses to the above comments:

1. support for the potential housing site is noted, and the SHLAA identifies that the site 'is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's settlement boundary;
2. it is accepted that the site is about 800m from the Holland Park housing commitment, but it is not accepted that the site is close to the new development;
3. it is acknowledged that there are Scheduled Monuments to the south west of Spalding, but it is considered that with careful layout and design, informed by archaeological advice and assessment, that impacts are likely to be acceptable.

5.30 Conclusions on site Mon013 - It is considered that site Mon013 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon013 with two positive (green) impacts being recorded relating to housing delivery and landscape character and two negative (orange) impacts relating to access to shops and services and air, water and soil quality;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon013 for housing would be premature and could jeopardise the delivery of the road.

5.31 Comments received - The following comments were made on site ***Mon014 (Land to the north of Bourne Road, Spalding)***:

1. support for site Mon014 as a housing site;
2. the site is served by good transport infrastructure and services;
3. this site can be brought forward and delivered for housing development ahead of the suggested Preferred Housing Site.

5.32 Responses to the above comments:

1. support for the potential housing site is noted;

2. the SHLAA identifies that 'it is accessible to Spalding's existing services and facilities ... but services and facilities are not accessible by foot and bicycles share the A151 which may discourage use. There are bus stops on the A151,' so it is not accepted that transport infrastructure is good, although a satisfactory access solution can be achieved;
3. the Highways Authority identifies that 'part of this land might be accessible via Mon001 but the use of the remainder of the site would be determined after the line of the SWRR is fixed,' however it is considered that the SWRR can be satisfactorily achieved through the safeguarding corridor identified, therefore it is accepted that the site can be brought forward and delivered ahead of the Preferred Housing Site, although it is not comparable in scale;

5.33 **Conclusions on site Mon014** – It is considered that site Mon014 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon014 with one positive (green) impact being recorded relating to housing delivery, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- site Mon014 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- Mon014 would create a better form of development and associated infrastructure if considered alongside Mon001, Mon015 and Mon016;
- the SHLAA assumes that the site is able to commence in year 10 (and be completed before year 20) [the plan is currently in year 6] so the site is deliverable and would contribute to the Council's five year supply of available housing sites;
- the site could contribute to the delivery of the SWRR;
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as '0.25-0.50m', not one of the most sequentially preferable sites in Spalding but not one of the least either, and would provide a better form of development in association with Mon001;
- no objections were received in relation to this site.

5.34 **Comments received** - The following comments were made on site **Mon015** (*Land to the rear of Hectare House, north of Bourne Road, Spalding*):

1. support for site Mon015 as a housing site;
2. the sites are served by good transport infrastructure and services;
3. this site can be brought forward and delivered for housing development ahead of the Preferred Housing Site.

5.35 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the SHLAA identifies that 'services and facilities are not accessible by foot and bicycles share the A151, which may discourage use. There are bus stops on the A151 near the Highways Depot. This site appears to be accessible only via Mon001,' so it is not accepted that transport infrastructure is good, although a satisfactory access solution can be achieved;
3. the SHLAA identifies that 'if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10) [currently the plan is in year 6], so it is accepted that the site could be brought forward and delivered before the whole Preferred Housing Site, although it is not comparable in scale.

5.36 **Conclusions on site Mon015** – It is considered that site Mon015 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon015 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further nine (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- site Mon015 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- it is a small scale site that could contribute towards an appropriate mix of housing types and tenures over the plan period, although a better form of development and associated infrastructure could be achieved with Mon014;

- the SHLAA assumes that the site is able to commence in year 8 (and be completed before year 10) [the plan is currently in year 6] so the site is deliverable and would contribute to the Council's five year supply of available housing sites;
- the site could contribute to the delivery of the SWRR;
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '1.0-2.0m', not one of the most sequentially preferable sites in Spalding. But if developed with Mon001 a suitable design could provide a better form of development; residential development could be located in areas of lower flood risk across the wider site;
- no objections were received in relation to this site.

5.37 **Comments received** - The following comments were made on site **Mon016** (***Land to the north of Bourne Road, Spalding***):

1. support for site Mon016 as a well-located housing site, will benefit the town even though it is outside the 'preferred' location and is not promoted by a developer;
2. the site is close to a Housing Commitment.

5.38 **Responses to the above comments:**

1. support for the potential housing site is noted. It is accepted that the site could provide for 161 dwellings even though it is outside the 'preferred' location, without developer interest;
2. the site is about 880m from the Wygate Park housing commitment, so it is not accepted that the site is close, there is no direct access and the sites do not relate well to each other;

5.39 **Conclusions on site Mon016** – It is considered that site Mon016 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon016 with one positive (green) impact being recorded for housing delivery, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;

- site Mon016 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- a better form of development would be achieved if this site is developed alongside Mon014;
- the SHLAA assumes that the site is able to commence in year 9 (and be completed before year 20) [the plan is currently in year 6] so the site is deliverable and would contribute to the Council's five year supply of available housing sites;
- the site could contribute to the delivery of the SWRR;
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.5-1.0m', not one of the most sequentially preferable sites in Spalding. But if developed with Mon014 a suitable design could provide a better form of development; residential development could be located in areas of lower flood risk across the wider site;
- no objections were received in relation to this site.

5.40 **Comments received** - The following comments were made on site ***Mon017 (Land to the north of Bourne Road, Spalding)***:

1. support for site Mon017, as a housing site;
2. the site is served by good transport infrastructure and services;

5.41 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the SHLAA identifies that 'services and facilities are not accessible by foot and bicycles share the A151, which may discourage use. There are bus stops on the A151. The existing access into this site looks to be wide enough for only a private driveway,' so it is not accepted that transport infrastructure and services are good, although a satisfactory access solution can be achieved;

5.42 **Conclusions on site Mon017** – It is considered that site Mon017 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon017 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- site Mon017 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger commitments and allocations could enhance access;
- the Highways Authority identifies that 'the existing access into this site looks to be wide enough for only a private driveway. A few plots developed in this way would be acceptable' so although the SHLAA indicates that the site density could be 38 dwellings, it may be that the achievable density is less (up to 10 dwellings, indicatively) to achieve a satisfactory access solution. This will depend on the circumstances of the site and information submitted with the planning application;
- the SHLAA identifies that 'opening up costs are likely to be high, nonetheless, if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8 and be completed before year 15) [the plan is currently in year 6] so is deliverable and would contribute to the Council's five year supply of available housing sites;
- no objections were received in relation to this site.

5.43 **Comments received** - No comments were made on site ***Mon018 (Land at Monks House Lane, Spalding)***.

5.44 **Conclusions on site Mon018** – It is considered that site Mon018 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon018 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and;
- site Mon018 is adjacent to the Spalding settlement boundary and is accessible on foot and bicycle to shops and services;

- the SHLAA identifies that ‘opening up costs are likely to be high, nonetheless, if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8 and be completed before year 15) so is deliverable and would contribute to the Council’s five year supply of available housing sites;
- the site could contribute to the delivery of the SWRR;
- no objections were received in relation to this site.

5.45 **Comments received** - The following comments were made on site **Mon019 (366 Bourne Road, Spalding)**:

1. support for site Mon019 as a housing site;
2. this site can be brought forward and delivered for housing development ahead of the Preferred Housing Site.

5.46 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the SHLAA identifies that ‘there is a reasonable prospect that it would be developed (assumed to begin in year 8 and be completed before year 15) [currently the plan is in year 6], so it is accepted that the site could be brought forward and delivered before the whole Preferred Housing Site, although it is not comparable in scale.

5.47 **Conclusions on site Mon019** – It is considered that site Mon019 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon019 with two positive (green) impacts being recorded for housing delivery and landscape character, although a further seven (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘low hazard’, and flood depth in 2115 is classified as ‘0.25-0.5m’, not the most sequentially preferable sites but with less risk than other sites in Spalding;

- the Highways Authority identifies that ‘only the easternmost existing access looks to be wide enough and then only as a private drive. A few plots developed off a private drive would be acceptable’ so although the SHLAA indicates that the site density could be 40 dwellings, it may be that the achievable density is less (up to 10 dwellings, indicatively) to achieve a satisfactory access solution. This will depend on the circumstances of the site and information submitted with the planning application;
- site Mon019 is currently separate from most shops and services, although a bus service runs along the adjacent A151. However over the plan period the development of larger housing commitments and allocations could enhance access;
- it is assumed that the site is able to commence in year 8 (and be completed before year 15) [the plan is currently in year 6] so this site is considered to be deliverable, therefore able to contribute to the Council’s five year supply of available housing sites;
- no objections were received in relation to this site.

5.48 **Comments received** - The following comments were made on sites ***Mon020 (Land to the west of Monkshouse Lane, Spalding)***:

1. a relief road suggests a major route by-passing the town and joining a main road for an onward journey - this seems to be estate roads, with no continuity, to suit the developers. A more useful relief road would be from West Pinchbeck or Dozens Bank, running south of Glenside South and linking up with the proposed roundabout on the B1356 by the Enterprise Park;
2. need clarification that the land is suitable for building - the movement of silt on South Drove and Tongue End Road, and the number of properties on Wygate Park which have had to have remedial work to their foundations indicates otherwise;
3. the route of the SWRR goes through many properties; this seems illogical as it would take out many local businesses and compensation would be expensive, whereas a road from Bourne Road to Monks House Lane would be cheaper and only take out a few properties;

5.49 **Responses to the above comments:**

1. the SWRR will be developed in phases to reflect the level of development required to enable delivery. The standard of the road will be to a different specification than an estate road, designed to carry the type and volume of traffic a relief road is expected to generate. It is not considered that a relief road connecting to West Pinchbeck will address the traffic flow issues and other transport objectives that the SWRR is designed to address;
2. the SHLAA does not raise any concerns relating to land stability;
3. the purpose of the SWRR is to encourage traffic to use an alternative route rather than going through the town centre; a road connecting Bourne Road to Monks House Lane, while a cheaper option would not achieve this objective. It is expected that some local businesses/residents may be required to re-locate, but this is not expected to be a significant number. However it is possible that a connecting estate road could be provided from Monks House Lane to the SWRR in the long term.

5.50 **Conclusions on site Mon020** – It is considered that site Mon020 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon019 with two positive (green) impacts being recorded for housing delivery and landscape character and two negative (orange) impacts relating to accessibility and soil, air and water quality;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon020 for housing would be premature and could jeopardise the delivery of the road.

5.51 **Comments received** - The following comments were made on site ***Mon021 (Land at Horseshoe Bridge, Horseshoe Road, Spalding)***:

1. support for site Mon021 as a well-located housing site, even though it is outside the 'preferred' location and is not promoted by a developer;
2. the site is close to a Housing Commitment;
3. there are Scheduled Monuments (sub-surface cropmarks) to the South West of Spalding which indicate the wider archaeological sensitivity of the landscape. Archaeological advice and further assessment are required to determine the impact of this site on the significance of heritage assets.

5.52 Responses to the above comments:

1. support for the potential housing site is noted, but the SHLAA identifies that 'it is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's settlement boundary', so it is not accepted that the site is well-located;
2. it is accepted that the southern part of the site is about 480m from the Holland Park housing commitment, but the sites do not relate well to each other;
3. it is acknowledged that there are Scheduled Monuments to the south west of Spalding, but it is considered that with careful layout and design, informed by archaeological advice and assessment that impacts are likely to be acceptable.

5.53 Conclusions on site Mon021 – It is considered that site Mon021 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Mon021 with one positive (green) impact being recorded for housing delivery and two negative (orange) impacts recorded relating to access to local shops and services and landscape character;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon021 for housing would be premature and could jeopardise the delivery of the road.

5.54 Comments received - The following comments were made on site ***Pin011 (Land to the south of Wardentree Lane, Spalding)***:

1. the application for 169 dwellings for Pin011 received consent in principle in 2015. The s106 agreement is being finalised and consent is expected soon;
2. development will start on site within a couple of months of consent being issued;
3. this site should be allocated for housing, or identified as a commitment in the Local Plan;
4. need to keep housing and employment land separate.

5.55 Responses to the above comments:

1. planning permission was granted, subject to a s106 agreement in March 2015. The S106 agreement was signed in May 2016;

2. confirmation that development will start within months of planning permission being granted is welcome;
3. as planning permission has been issued the site will be identified as a Housing Commitment in the Local Plan;
4. the eastern boundary adjoins Wardentree Lane Employment Area. It is accepted that the site borders employment uses that operate 24 hours a day. However an acoustic assessment was submitted with the planning application; the mitigation identified is considered appropriate by Environment Protection and has been secured via planning condition.

5.56 **Conclusions on site Pin011** – It is considered that site Pin011 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Option Housing Commitment:

- the Sustainability Appraisal scores site Pin011 with two positive (green) impacts being recorded for housing delivery and access to employment, but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- planning permission has been granted, indicating that the site is available for development, and the location is acceptable in principle;
- the Highways Authority identifies that subject to compliance with the standard highway conditions listed in the planning permission, the development could be undertaken and occupied without causing a materially harmful impact upon the local highway network;
- the Environment Agency have approved a flood mitigation scheme for the site, submitted as part of the planning application;
- the SHLAA identifies that ‘if allocated there is a reasonable prospect that it would be developed (assumed to begin in year 9 and be completed before year 15), [the plan is in year 6] so the site is deliverable and would contribute to the Council’s five year supply of available housing sites.

5.57 **Comments received** - The following comments were made on sites ***Pin024 (Land to the north of the Vernatts Drain, Pinchbeck)*** and ***Pin059 (Land on Blue Gowt Drove, Pinchbeck)***:

1. clarification is sought on the flood risk of Pin024;

2. flood risk may need to be revised once the updated Strategic Flood Risk Assessment is available and will need to be considered in respect of viability. Flood mitigation will need to be considered through a site specific Flood Risk Assessment to accompany each phase using the latest information on flood risk and climate change;
3. the Spalding SUE is expected to provide 4,000 dwellings and supporting community infrastructure; this provides a disproportionate level of growth (37% of the total housing provision for South Holland 2011-2036) in one location. Pin024 may be suitable and sustainable in the long term for strategic growth but it is reliant upon the delivery of the Spalding Western Relief Road (SWRR) which has yet to be scheduled and funded, so will not be delivered in the short term. Reliance on Pin024 (and Pin045) is unrealistic and has no flexibility if there are delays or sites fail to come forward. Housing should be on a range of sites, of varying sizes and locations if the housing need is to be achieved;
4. South Holland continues to be successful in attracting business to the area so requires additional housing for employees and families. The lack of a five year housing supply means it makes sense to focus development in the existing larger settlements. But it would be more appropriate to develop Pin024 with land west of Spalding to ensure phased housing is delivered, and that developer contributions, in conjunction with County Council funding, deliver a continuous road;
5. a mix of housing types is important to meet local needs but poor quality and rushed delivery needs to be guarded against;
6. affordable housing proportions in Boston Borough and South Holland should be the same; the rate should be altered to at least 15% of total dwellings being affordable, for developments of 10 or more. If a different rate is applied, it could lead to development being favoured in Boston, instead of South Holland;
7. the route of the SWRR needs clarifying, as does the timetable for delivery;
8. phase 1 of the new road includes a new roundabout onto the congested Pinchbeck Road and will increase the traffic passing through Pinchbeck village centre; in the short term the road will not be able to accommodate an additional 5000 cars (from 4000 new homes) until the SWRR is a continuous relief road in 30 years. The number of houses proposed seems to be driven by requiring developers to fund the SWRR rather than ease congestion;

9. to avoid congestion at R1 the SWRR should be completed to Bourne Road (A151) before homes are built so that there is an access at both ends;
10. Pin024 is on the opposite side of the river from the secondary schools, doctors and town centre meaning the predominant traffic direction will be north, which is the location of the existing congestion, compounding the issue;
11. a cap on the number of houses to be accessed by the first stage of the SWRR is not a workable solution; all the houses will require planning permission before the developer pays for the road, meaning any cap will lead to public funding of the road as has happened for the southern part;
12. development should be permitted in the south-east (between the A16 and Cowbit Road) until the SWRR is complete. This would secure housing, has direct access to the A16, and is in close proximity to schools, services and the town centre and has no adverse impact upon congestion. The SWRR may not be needed if development is located there saving significant public expenditure;
13. a viable option to build 4000 houses adjacent to the A151 has been discounted because the land is not promoted by a developer, this is unjustified. This would deliver a section of the SWRR;
14. the plans do not include a continuous relief road or a commitment to funding (for all or part) of the road within a specific timeframe. Phased development must provide funding for this infrastructure. If such funding is not forthcoming from developers, continued development must be prevented in this location. A co-ordinated and well managed approach to delivery will be required; all infrastructure should be identified from the outset and, as site-specific applications are considered, funding for such infrastructure appropriately and robustly conditioned, with clear timeframes for delivery. Developers should be required to deliver road infrastructure early within any phased development to ensure increased traffic movements are managed successfully;
15. a link is needed from the A151 to the A1175; if the western/southern link were built, then access would be easy from Bourne to Wardentree Lane and there would be no need for the northern part of the road. The northern phase will only be beneficial if there is a new bridge over the Vernatts Drain so that traffic from Woolram Wygate can access Wardentree Lane without having to use the level crossings in Spalding;
16. major highways infrastructure should be funded by central government;

17. other transport improvements need to be introduced in parallel with the SWRR; HGV traffic should be prevented from using Knight Street, Rotten Row and Market Way for westbound journeys. A weight restriction should be applied to the B1356 from the proposed link route to prevent heavy lorries using the road through Pinchbeck;
18. Spalding is becoming increasingly congested because all traffic coming from the west has to go through the town centre. A northern by-pass is needed;
19. clarification is sought regarding the traffic analysis that has been undertaken and the impacts associated with a continuous road as well as those associated with a first phase;
20. the SWRR should go from the proposed new road in the south, past the west of Spalding and Pinchbeck to join with the A16 at Surfleet (just north of the Crematorium);
21. the plan talks about Phase 3 for roundabout 3. This should be carefully considered as far as numbers of dwellings are concerned;
22. the SWRR is fundamental to ensuring the sustainable provision of the SUE and has wider transportation benefits for the town. Each phase should ensure the provision of the SWRR with no land ownership impediments (such as ransom payments) that might hamper completion. The developer of Pin024 is committed to funding the road through the development in its ownership;
23. the line of the road to R3 seems close to the Vernatts Drain;
24. Pin024 should be designed to facilitate walking and cycling to key locations within the development but also to nearby employment areas, schools and shops. The design of the SWRR should segregate cycling facilities from motor vehicles. The existing cycle route linking Pinchbeck with Spalding (via Blue Gowt Lane and Two Plank Lane) should be protected;
25. it is unusual for a SUE to be outside the line of the road serving it. It will be difficult to establish a defensible boundary for Spalding in this flat agricultural landscape, especially with other site options outside the SUE, and this needs careful consideration;
26. the local infrastructure (schools, doctors, hospital, dentists, local roads, shops, bus services, and sewers) cannot accommodate the demand that will be generated by Pin024;

27. the land is good quality agricultural soil, food is needed as well as houses;
28. experience elsewhere indicates that high levels of investment are required to open up a SUE; provision cannot be made for the same level of affordable housing or the range of developer contributions required from other allocations;
29. the area is rich in biodiversity and to the ecosystem on which we depend – these will be lost. Support the identification of land to the east of Pin024 as green infrastructure. Green corridors could be provided through the site which could link to the Vernatts Drain LWS. Development should enhance biodiversity by ensuring that provision of new habitats complements the habitats in the LWS, buffers and extends the existing network of green infrastructure. Wildlife should be designed in to development and should contribute to BAP targets. A net gain in biodiversity should be sought. Sufficient natural greenspace should be provided to meet Natural England's Accessible Natural Greenspace Standards;
30. support the provision of a large area of green space to maintain the separation between Pinchbeck and Spalding. Provision of sufficient open space will help mitigate the impacts of a new development on nearby protected sites. Need to clarify the amount of open space being provided;
31. South Holland is a rural area, an area of low population density and development is limited. If land is built upon, the fields will be lost and the population density would increase. If extra housing is not provided, then the extra people would go elsewhere and the area would remain rural;
32. Pin024 has not been promoted by a developer;
33. the developer confirms the availability of Pin024;
34. the masterplan for the area will need to have regard to place making and the separate characteristics of Pinchbeck, and its relationship to Spalding, ensuring that the identity of Pinchbeck is respected and placed in an appropriate landscape setting;
35. the extent of development and the impact upon Spalding and Pinchbeck should not extend into Pin024 (east and north east of Darleys Lane), Pin054, Pin056, Pin057 and Pin059 because it takes development into an area which has always been resisted in the past to protect the separation between Spalding and Pinchbeck;

36. the SWRR should be the northern boundary of Spalding. Any housing north of this will turn Pinchbeck into a suburb of Spalding. Pinchbeck is a thriving village and should remain separate from Spalding;
37. support the provision of a comprehensive Sustainable Drainage System. A similar approach should be taken for foul water; a foul drainage strategy should be adopted for the site and each phase of the development;
38. concern relating to lack of amenity, noise and air pollution;
39. Pin024 appears to be defined by land ownership, would be remote from Pin045 and, due to the presence of the Vernatts Drain and the proposed SWRR, would only have one direct link to Spalding, which would be the footpath across Two Plank Bridge. Other than the SWRR, the only links to existing development would be along country lanes. The SUE would be separate from the settlement it is planned to extend leading to an isolated and unsustainable development. Phase 3 would have even less connection to the rest of Pinchbeck and Spalding, until the safeguarded land to the west of Spalding is delivered in a future plan period;
40. progress of the SWRR is dependent on too few land owners/developers. Spalding could fall into the undesired position of having a lot of land allocated, but no meaningful development. If the southern phase is built it would improve the traffic congestion in the town, but until there is a link from Spalding Common to Pinchbeck Road, it will not be a relief road, and therefore deliverability is very long term (possibly 30-50 years). The southern sections (Horseshoe Road to Spalding Common), and north (Wygate Park to Pinchbeck Road) should be completed as a priority before opening up further land in the north-west otherwise more traffic will be put on the congested Pinchbeck Road.

5.58 Responses to the above comments:

1. the majority of the wider site is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as '0.25-0.50m', not one of the most sequentially preferable sites but with less risk than other sites in Spalding;
2. it is accepted that the flood risk classification may need to be revised on receipt of the SFRA. The masterplan for the SUE will ensure that an up to date Flood Risk Assessment accompanies each phase of development. This will be addressed through the planning application process;

3. it is accepted that Pin024 is a long term development, dependent on the first phase of the SWRR being delivered. However a range of sites will be identified as Preferred Sites; these will be a mix of varying sizes and locations to ensure that a range of housing products are available to the market so that Spalding is not reliant on two large scale developments, the delivery of the SWRR and the delivery rate of two developers to achieve its housing need target;
4. in the long term Pin024 will be developed in conjunction with Pin045 as well as sites elsewhere in Spalding, primarily to the south and west. These sites will ensure that there is a phased supply of housing land over the plan period, and that developer contributions can be sought where appropriate to help deliver the SWRR. It is unlikely that County Council funding will be available to assist with delivery;
5. it is accepted that a mix of housing is required to meet local needs, however quality will reflect the standards and requirements set out in the Local Plan and delivery will reflect the phasing periods identified in that document;
6. Boston Borough and South Holland sit within different housing market areas and are covered by different Strategic Housing Market Assessments; the percentage targets for affordable housing reflect the different identified housing needs (in the SHMAs) and the land values (in the Whole Plan Viability for the Plan Area) for each area which shows that a development can deliver a higher percentage of affordable housing in South Holland as part of a viable scheme;
7. this Local Plan will not show the detailed route of the SWRR; however the detailed line of the northern and southern phase is known and shown on the Policies Map. A safeguarding corridor will protect the broad area where the third phase could go. The delivery of the northern phase is linked to the development of the SUE. Detailed infrastructure implications of the SUE will be dealt with in the Infrastructure Delivery Plan, and subsequent versions of the Local Plan;
8. it is not intended that the entire SUE will be built in this plan period; it is a long term extension and will be delivered into the next plan period. It is accepted that the SWRR will be developer funded, and the number of homes proposed should enable the delivery of the road as part of a viable scheme, however the number of homes phased to be delivered in this plan period will also reflect the capacity of the northern phase of the SWRR and the roundabout junction, Spalding Road and the surrounding highways network;

9. the delivery of the SWRR will only be viable through housing development. Housing will be permitted in phases to reflect the level of development required to deliver sufficient funding to ensure that the developer can deliver each phase of the road;
10. it is accepted that two secondary schools are to the east of the River Welland, and a third is to the south of the town centre. However a new secondary school is proposed to the west of Spalding this should help alleviate cross town movements, in the long term. But access from Pinchbeck to Spalding town centre is south by public and sustainable transport and there is a doctors surgery in Pinchbeck – it is not accepted that these would add to congestion;
11. phasing the development through the planning permission and s106 agreement means that a specific number of homes will be permitted to be built before the road would need to commence. The southern part of the road will be developer funded and will not require public funding;
12. it is accepted that development will be required elsewhere in Spalding to complement housing delivery in the SUE. It is proposed that these should be sites that are in a sequentially preferable location in terms of flood risk and have a more straightforward access solution, to the west and south of Spalding and throughout the built up area. The Strategy for the delivery of a further phase of the Spalding Western Relief Road and major housing growth for Spalding identifies that the SWRR is needed to ‘support and facilitate sustainable population and commercial growth in and around Spalding; mitigate the impact of the expected increase in level-crossing barrier downtime in Spalding resulting from increased rail-freight traffic passing through the town; reduce traffic congestion in Spalding town centre; and enhance connectivity by improving west to south links around Spalding’ Therefore it is not accepted that development in the south east of Spalding would mean a relief road would not be required;
13. views were sought on all of the potential housing sites identified on the Policies Map, irrespective of developer involvement, and includes sites to the west of Spalding adjacent to the A151;

14. phased development will provide the funding for the SWRR – the Infrastructure Delivery Plan and subsequent versions of the document will set out the details relating to delivery. A subsequent masterplan and planning permissions, including a s106 legal agreement will set out the requirements for each phase. A specific number of dwellings or a site will be conditional on each phase, or parts of each phase, of the SWRR being provided. Phasing will be dependent on the type of infrastructure required, its cost, the amount of development required to help off-set that cost and the timescale for its delivery;
15. the SWRR includes the requirement for a new bridge over the Vernatts Drain to enable traffic from the west of Spalding to go north. Part of the southern phase from the B1172 north has planning permission and will be developed in conjunction with Holland Park. The SWRR will only be effective as a continuous road and not with just a southern phase;
16. in the current economic climate central government funding for infrastructure projects is limited, none has been secured for the SWRR at present;
17. the development of the SUE and the SWRR will also incorporate the best possible transport solution for immediate area. This may include a range of measures including weight restrictions;
18. the SWRR will only be effective as a continuous road and not with just a northern phase;
19. the Highways Authority identifies that ‘the 2006 SATURN model for the Spalding area developed by JMP and Jacobs) was reviewed, updated and re-validated to current (2010) conditions in December 2011. Various scenarios were created and tested under predicted 2015 and 2030 flows; the existing network, the existing network with increased level crossing down times, the existing network plus Phase 1 of the SWRR and the existing network plus Phase 2 of the SWRR. The predicted impact of the SWRR (including phases 1, 2 and 3) was also modelled using SATURN. Further detailed capacity assessment work was undertaken at key locations in order to provide greater detail, using the traditional junction modelling software PICARDY, ARCADY and LINSIG. Additional testing has also been undertaken to test: the impact of the proposed barrier down times at the level crossings under the assumption of no other developments; and the impact of the potential development site surrounding Phase 2 of the road’;

20. the Strategy for the delivery of a further phase of the SWRR and major housing growth for Spalding identifies that the SWRR is needed to 'support and facilitate sustainable population and commercial growth in and around Spalding; mitigate the impact of the expected increase in level-crossing barrier downtime in Spalding resulting from increased rail-freight traffic passing through the town; reduce traffic congestion in Spalding town centre; and enhance connectivity by improving west to south links around Spalding' the scheme that would deliver the most cost-effective benefits is that proposed;
21. it is envisaged that the development of Phase 3 will take place in the next plan period. This Plan will not be making firm allocations of land for development or set out an implementation strategy. These matters will be dealt with in a subsequent document. However section 7 indicates the likely capacity of sites that are expected to be built out into the next plan period to help enable the SWRR to be more effectively planned and financed;
22. to ensure smooth delivery, the detailed requirements for the provision of the SWRR will be secured in a s106 legal agreement. Confirmation of developer commitment to funding the road through Pin024 is welcome;
23. the line of the road has been agreed to reflect highways, drainage, flood risk and biodiversity concerns; it is set back 20m from the Vernatts Drain, an acceptable distance agreed with the IDB and the Environment Agency;
24. the design of Pin024 will be in accordance with national policy, and other relevant Local Plan policies, including for walking and cycling provision. The Highways Authority identifies that 'a large scale development can provide improved footpath, cycle and public transport links,' including the retention and potentially enhancement of the Pinchbeck-Spalding cycle route;
25. the SUE extends from the Vernatts Drain north, thereby encompassing the road, although it is accepted that the majority of the SUE is to the north of the road. Site selection will ensure that an appropriate definable edge to the SUE is identified, preferably using identifiable marks on the ground as a guide such as existing roads and field boundaries;
26. the Local Plan will have to demonstrate how arising infrastructure needs will be met, and these matters will be dealt with in later versions of the document and the Infrastructure Delivery Plan that will accompany it;

27. most of the SUE is classified as best and most versatile agricultural land, but this is equally true of all greenfield sites in and around South Holland. It is accepted that it is preferable to develop previously-developed sites, but such sites are not available in sufficient numbers to meet Spalding's housing needs;
28. the Whole Plan Viability will have to demonstrate the extent to which arising infrastructure needs can be funded through development, and the Infrastructure Delivery Plan will help determine priorities associated with delivering infrastructure through new development;
29. the SHLAA identifies that the site 'will not have adverse impacts on natural, built or historic assets' however an Extended Phase 1 Habitat Survey will be required to identify the presence/absence of biodiversity interests on the site, to address any impacts the development will have on the Vernatts Drain Local Wildlife Site and to identify whether further surveys will be required, such as for protected species. Support for the green infrastructure is welcome. The masterplan will identify an appropriate mix of green infrastructure, to be delivered through the planning application process. Sufficient natural greenspace will be provided to meet the Council's natural and semi greenspace standards identified in the Local Plan;
30. sufficient open space will be provided to meet the needs of the new development and to maintain the separate character of Pinchbeck and Spalding. The open space requirement will in part depend on the number of dwellings proposed – a masterplan for the area will show how much and the type of open space to be provided, to be delivered through the planning application process;
31. it is a requirement of national policy for each area to have a SHMA and to provide for enough land to meet its objectively assessed housing need. Therefore additional housing is required to accommodate this need. Given the size of South Holland it is still possible to provide for new housing but for the area to retain its predominantly rural character;
32. Pin024 is being promoted by a developer;
33. confirmation of availability is welcome;
34. it is acknowledged that the masterplan should be informed by the characteristics of the locality, including the unique character of Pinchbeck and the surrounding landscape;

35. the boundary of the eastern part of the SUE will reflect the number of dwellings required to help provide for Spalding's housing need and to deliver the northern phase of the SWRR within a viable development. It is therefore considered that Pin059 would help create a better form of development alongside Pin024, but extending Pin024 east and north east of Darleys Lane, would be inappropriate in this plan period. The appropriateness of Pin054, Pin056 and Pin057 are discussed elsewhere in this document;
36. the settlement boundaries will ensure that Pinchbeck does not become a suburb of Spalding and will retain its character and distinctiveness;
37. support for a comprehensive SuDs scheme is welcome. Provision for a foul water drainage strategy will be reflected in the masterplan for the site;
38. care would need to be taken through the design of the site to ensure that the amenity of residents is maintained;
39. it is accepted that Pin024 would be developed after Pin045, and would be connected to that development by the SWRR. The timescale for the delivery of the SUE is very long term, into the next plan period. This provides the opportunity for land to the west of Spalding to come forward and for a connection to be made between land to the north and west of Spalding by a bridge crossing the Vernatts Drain. Improvements to the existing highways and sustainable transport infrastructure may also be a requirement of the SUE. These will be identified through the masterplan for the area, and secured through the planning application process;
40. it is accepted that Pin024 is a long term development, dependent on the first phase of the SWRR being delivered. However a range of sites will also be identified as Preferred Sites; these will be a mix of varying sizes and locations to ensure that a range of housing products are available to the market so that Spalding is not reliant on two large scale developments, the delivery of the SWRR and the delivery rate of two developers to achieve its housing need target. However the SWRR will be developer funded so it is unlikely that all of the route could be delivered in a shorter timescale. The land identified as part of the SUE will be phased to ensure that the amount of dwellings built can be accommodated within the capacity of each phase of the road, its junctions with the existing road network and the surrounding road network.

5.59 **Conclusions on site Pin024 and Pin059** – It is considered that sites Pin024 and Pin059 are some of the more suitable Potential Housing Sites in Spalding, and that they should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin024 with one positive (green) impact being recorded for housing delivery, but seven (blue) impacts which could deliver positive impacts by contributing towards infrastructure to meet the needs of future residents such as through the provision of open space, a new primary school, and sustainable and public transport infrastructure;
- the SHLAA identifies that the proposed sites 'are not accessible to Spalding's existing services and are not located adjacent to Spalding's settlement boundary. However the development is intended to provide new crossings of the railway line and the Vernatts Drain, which will enable access to Spalding's facilities. In addition a development of this scale will provide its own services and facilities' it appears that a satisfactory access and accessibility solution could be achieved through development of the wider site;
- the sites will enable the delivery of the SWRR passing through its boundary.

5.60 **Comments received** - No comments were made on site ***Pin025 (Land to the east of Spalding Road, Pinchbeck)***.

5.61 **Conclusions on site Pin025** – It is considered that site Pin025 is one of the more suitable Potential Housing Sites in Spalding, is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin025 with three positive (green) impacts being recorded for housing delivery, landscape character and access to employment, but seven (blue) impacts which could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as open space and school places;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for some', and flood depth in 2115 is classified as '0.25-0.50m' not the most sequentially preferable site but with less risk than other sites in Spalding;
- the Highways Authority identifies that 'services and facilities are accessible by foot and there is a cycle way network in the Wardentree Lane Industrial Estate that accesses Spalding. There are bus stops on Spalding Road. The existing access to the Glen Heat site would be suitable to serve this site as a private drive'. So it appears that a straightforward, satisfactory access could be achieved;

- the SHLAA identifies that ‘opening up infrastructure costs are likely to be low. If it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10) – [the plan is in year 6] so this site is considered to be deliverable, therefore able to contribute to the Council’s five year supply of available housing sites.

5.62 **Comments received** - No comments were made on site ***Pin026 (Land to the east of Tydd Road, Pinchbeck)***.

5.63 **Conclusions on site Pin026** – It is considered that site Pin026 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin026 with one positive (green) impact being recorded for housing delivery and four negative (orange) impacts recorded relating to access to local community facilities, shops, and schools, accessibility and soil, air and water quality;
- on its own the site would form a large incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent Preferred Housing site is developed’. It appears that a satisfactory access could not be achieved
- unless in conjunction with Pin024, so is unable to deliver housing in the plan period.

5.64 **Comments received** - The following comments were made on sites ***Pin045 (Land to the west of Spalding Road, Pinchbeck), Pin001 (Land to the west of Spalding Road, Pinchbeck), Pin016 (Land to the west of Spalding Road, Pinchbeck), Pin020 (Land to the west of Spalding Road, Pinchbeck), Pin031 (Land to the west of Spalding Road, Pinchbeck) and Pin040 (Land to the south of Market Way, Pinchbeck)***:

1. clarification is sought on the flood risk of Pin045;

2. flood risk may need to be revised once the updated Strategic Flood Risk Assessment is available and will need to be considered in respect of viability. Flood mitigation will need to be considered through a site specific Flood Risk Assessment to accompany each phase using the latest information on flood risk and climate change;
3. the Spalding SUE is expected to provide 4,000 dwellings and supporting community infrastructure; this provides a disproportionate level of growth (37% of the total housing provision for South Holland 2011-2036) in one location. Pin045 may be suitable and sustainable in the long term for strategic growth but it is reliant upon the delivery of the Spalding Western Relief Road (SWRR) which has yet to be scheduled and funded, so will not be delivered in the short term. Reliance on Pin045 (and Pin024) is unrealistic and has no flexibility if there are delays or sites fail to come forward. Housing should be on a range of sites, of varying sizes and locations if the housing need is to be achieved;
4. South Holland continues to be successful in attracting business to the area so requires additional housing for employees and families. The lack of a five year housing supply means it makes sense to focus development in the existing larger settlements. But it would be more appropriate to develop Pin045 with land west of Spalding to ensure phased housing is delivered, and that developer contributions, in conjunction with County Council funding, can deliver a continuous road;
5. a mix of housing types is important to meet local needs but poor quality and rushed delivery needs to be guarded against;
6. affordable housing proportions in Boston Borough and South Holland should be the same; the rate should be altered to at least 15% of total dwellings being affordable, for developments of 10 or more. If a different rate is applied, it could lead to development being favoured in Boston, instead of South Holland;
7. the route of the SWRR needs clarifying, as does the timetable for delivery;
8. phase 1 of the new road includes a new roundabout onto the congested Pinchbeck Road and will increase the traffic passing through Pinchbeck village centre; in the short term the road will not be able to accommodate an additional 5000 cars (from 4000 new homes) until the SWRR is a continuous relief road in 30 years. The number of houses proposed seems to be driven by requiring developers to fund the SWRR rather than ease congestion;

9. to avoid congestion at R1 the relief road should be completed to Bourne Road (A151) before homes are built so that there is an access at both ends;
10. before development on Pin045 is undertaken an exit should be made onto Market Way so that the businesses in Pinchbeck Village Centre are not penalised because of limited access;
11. Pin045 is on the opposite side of the river from the secondary schools, doctors and town centre meaning the predominant traffic direction will be north, which is the location of the existing congestion, compounding the issue;
12. a cap on the number of houses to be accessed by the first stage of the SWRR is not a workable solution; all the houses will require planning permission before the developer pays for the road, meaning any cap will in turn lead to public funding of the road as has happened for the southern part;
13. development should be permitted in the south-east (between the A16 and Cowbit Road) until the SWRR is complete. This would secure housing, has direct access to the A16, and is in close proximity to schools, services and the town centre and has no adverse impact upon congestion. The SWRR may not be needed if development is located there saving significant public expenditure;
14. a viable option to build 4000 houses adjacent to the A151 has been discounted because the land is not promoted by a developer, this is unjustified. This would deliver a section of the SWRR;
15. the plans do not include a continuous relief road or a commitment to funding, for all or part of, the road within a specific timeframe. Phased development must provide funding for this infrastructure. If such funding is not forthcoming from developers, continued development must be prevented in this location. A co-ordinated and well managed approach to delivery will be required; infrastructure should be identified from the outset and, as planning applications are considered, funding for infrastructure should be appropriately and robustly conditioned, with clear timeframes for delivery. Developers should be required to deliver road infrastructure early within any phased development to ensure increased traffic movements are managed successfully;

16. a link is needed from the A151 to the A1175; if the western/southern link were built, then access would be easy from Bourne to Wardentree Lane and there would be no need for the northern part of the road. The northern phase will only be beneficial if there is a new bridge over the Vernatts Drain so that traffic from Woolram Wygate can access Wardentree Lane without having to use the level crossings in Spalding;
17. major highways infrastructure should be funded by central government;
18. other transport improvements need to be introduced in parallel with the SWRR; HGV traffic should be prevented from using Knight Street, Rotten Row and Market Way for westbound journeys. A weight restriction should be applied to the B1356 from the proposed link route to prevent heavy lorries using the road through Pinchbeck;
19. Spalding is becoming increasingly congested because all traffic coming from the west has to go through the town centre. A northern by-pass is needed;
20. clarification is sought regarding the traffic analysis that has been undertaken and the impacts associated with a continuous road as well as those associated with a first phase;
21. the SWRR should go from the proposed new road in the south, past the west of Spalding and Pinchbeck to join with the A16 at Surfleet (just north of the Crematorium);
22. the line of the road seems close to the Vernatts Drain;
23. Pin045 should be designed to facilitate walking and cycling to key locations within the development but also to nearby employment areas, schools and shops. The design of the SWRR should segregate cycling facilities from motor vehicles. The existing cycle route linking Pinchbeck with Spalding (via Blue Gowt Lane and Two Plank Lane) should be protected;
24. it is unusual for a SUE to be outside the line of the road serving it. It will be difficult to establish a defensible boundary for Spalding in this flat agricultural landscape, especially with other site options outside the SUE, and this needs careful consideration;
25. the local infrastructure (schools, doctors, hospital, dentists, local roads, shops, bus services, and sewers) cannot accommodate the demand that will be generated by Pin045;
26. the land is good quality agricultural soil, food is needed as well as houses.

27. experience elsewhere indicates that due to the high levels of investment necessary to open up a SUE provision cannot be made for the same level of affordable housing or the range of developer contributions required from other allocations;
28. the area is rich in biodiversity – these will be lost. Support the identification of land to the west of Pin045 as green infrastructure. Green corridors could be provided through the site which could link to the Vernatts Drain LWS. Development should enhance biodiversity by ensuring that provision of new habitats complements the habitats in the LWS, buffers and extends the existing network of green infrastructure. Wildlife should be designed in to development and should contribute to BAP targets. A net gain in biodiversity should be sought. Sufficient natural greenspace should be provided to meet Natural England's Accessible Natural Greenspace Standards;
29. support the provision of a large area of green space to maintain the separation between Pinchbeck and Spalding. Provision of sufficient open space will help mitigate the impacts of a new development on nearby protected sites. Need to clarify the amount of open space being provided;
30. South Holland is a rural area, an area of low population density and development is limited. If land is built upon, the fields will be lost and the population density would increase. If extra housing is not provided, then the extra people would go somewhere else and the area would remain rural;
31. it is important that the long term management costs for greenspace are integrated into the plans for the SUE. This will ensure the area can be an asset in the long term rather than failing due to poor management;
32. concern regarding the extent of development and the impact upon both Spalding and Pinchbeck; the green space is a small area of land round a major roundabout, with no visual or recreational value at all. This provision whilst the majority of the land is built on does not address this concern. A substantial green corridor between Pinchbeck and Spalding should be identified to enable the settlements to retain their different identities;
33. Pin045 has not been promoted by a developer;
34. the developer involved confirms availability of Pin045 for residential use. Site Pin016, and the land to the west of the railway line should also be identified within Pin045;

35. the masterplan for the area will need to have regard to place making and the separate characteristics of Pinchbeck, and its relationship to Spalding, ensuring that the identity of Pinchbeck is respected and placed in an appropriate landscape setting;
36. the SWRR should be the northern boundary of Spalding. Any housing north of this (Pin045/31/16/20/40) will turn Pinchbeck into a suburb of Spalding. The current separation between Spalding and Pinchbeck should be retained by agricultural fields between the Vernatts Drain and Market Way. This is critical to enable the settlements to retain their different identities;
37. there appears to be a gas main following the line of the road between R1 and R2, through and over the Vernatts;
38. support the provision of a comprehensive Sustainable Drainage System. A similar approach should be taken for foul water; a foul drainage strategy should be adopted for the site and each phase of the development;
39. concern relating to lack of amenity, noise and air pollution;
40. the developer of Pin045 confirms the site is available for retail development. there is a need for new comparison and convenience retail development in Spalding; this site is a suitable location for both, would be well-connected by road and transport links, and would be able to contribute towards the provision of the SWRR;
41. the site will be delivered in a timely manner because there are no known constraints which would prevent development from taking place;
42. accept that the SWRR should be funded by new development along its length; Sites Pin016 and Pin045 and the land to the west of the railway, would fund the construction of the first northern section of the road. A flexible approach is required to the mix of uses on these sites, to ensure that they provide sufficient funding to deliver the road. Flexibility relating to other policy considerations, such as the provision of affordable housing, and the inclusion of ancillary uses will be required;
43. land designated as green infrastructure is available for development which can help to fund the new road;
44. support for sites Pin016, Pin020, Pin040; suggest they are incorporated within the adjacent Pin045. Development of the entire area between Spalding Road, Market Way and the Joint Line Railway must be a preferred option to ensure deliverability;

45. Pin045 would acknowledge the relationship between Pinchbeck and Spalding whilst also seeking to preserve their specific characteristics with the use of a new area of Green Infrastructure, which whilst being open will not be open farmland as is currently the case.

5.65 Responses to the above comments:

1. the majority of the sites are within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for some', and flood depth in 2115 is classified as '0.25-0.50m', not one of the most sequentially preferable sites but with less risk than other sites in Spalding;
2. it is accepted that the flood risk classification may need to be revised on receipt of the SFRA. The masterplan for the SUE will ensure that an up to date Flood Risk Assessment accompanies each phase of development;
3. it is accepted that Pin045 is a long term development, dependent on the first phase of the SWRR being delivered. However a range of sites will be identified as Preferred Sites; these will be a mix of varying sizes and locations to ensure that a range of housing products are available to the market so that Spalding is not reliant on two large scale developments, the delivery of the SWRR and the delivery rate of two developers to achieve its housing need target;
4. in the long term Pin045 will be developed in conjunction with Pin024 as well as sites elsewhere in Spalding, primarily to the south and west. These sites will ensure that there is a phased supply of housing land over the plan period, and that developer contributions can be sought where appropriate to help deliver the SWRR. It is unlikely that County Council funding will be available to assist with delivery;
5. it is accepted that a mix of housing is required to meet local needs. Quality will reflect the standards and requirements set out in the Local Plan, and delivery will reflect the phasing periods identified in that document;
6. Boston Borough and South Holland sit within different housing market areas and are covered by different Strategic Housing Market Assessments; the percentage targets for affordable housing reflect the different identified housing needs (in the SHMAs) and the land values (in the Whole Plan Viability for the Plan Area) for each area which shows that a development can deliver a higher percentage of affordable housing in South Holland as part of a viable scheme;

7. this Local Plan will not show the detailed route of the SWRR; however the detailed line of the northern and southern phase is known and shown on the Policies Map. A safeguarding corridor will protect the broad area where the third phase could go. The delivery of the northern phase is linked to the development of the SUE. Detailed infrastructure implications of the SUE will be dealt with in the Infrastructure Delivery Plan, and subsequent versions of the Local Plan;
8. it is not intended that the entire SUE will be built in this plan period; it is a long term extension and will be delivered into the next plan period. It is accepted that the SWRR will be developer funded, and the number of homes proposed should enable the delivery of the road as part of a viable scheme, however the number of homes phased to be delivered in this plan period will also reflect the capacity of the northern phase and the roundabout junction, Pinchbeck Road and the surrounding highways network;
9. the delivery of the SWRR will only be viable through housing development. Housing will be permitted in phases to reflect the level of development required to deliver sufficient funding to ensure that the developer can deliver each phase of the road;
10. consideration of highways access to Pinchbeck via Market Way will be made through the masterplan for the area, and subsequent planning applications for each phase of development;
11. it is accepted that two secondary schools are to the east of the River Welland, and a third is to the south of the town centre. However a new secondary school is proposed to the west of Spalding this should help alleviate cross town movements, in the long term. There is good access from Pinchbeck to Spalding town centre by public and sustainable transport and there is a doctors surgery in Pinchbeck – it is not accepted that these would add to congestion;
12. phasing the development through the planning permission and s106 agreement means that a specific number of homes will be permitted to be built before the road would need to commence. The southern part of the road will be developer funded and will require no public funding;

13. it is accepted that development will be required elsewhere in Spalding to complement housing delivery in the SUE. It is proposed that these should be sites that are in a sequentially preferable location in terms of flood risk and have a more straightforward access solution, to the west and south of Spalding and throughout the built up area. The Strategy for the delivery of a further phase of the SWRR and major housing growth for Spalding identifies that the SWRR is needed to 'support and facilitate sustainable population and commercial growth in and around Spalding; mitigate the impact of the expected increase in level-crossing barrier downtime in Spalding resulting from increased rail-freight traffic passing through the town; reduce traffic congestion in Spalding town centre; and enhance connectivity by improving west to south links around Spalding' Therefore it is not accepted that development in the south-east of Spalding would mean a relief road would not be required;
14. views were sought on all of the potential housing sites identified on the Policies Map, including those adjacent to the A151 and west of Spalding, irrespective of developer involvement;
15. phased development will provide the funding for the SWRR – the Infrastructure Delivery Plan and subsequent versions of the document will set out the details relating to delivery. A subsequent masterplan and planning permissions, including a s106 legal agreement will set out the requirements for each phase. A specific number of dwellings or a site will be conditional on each phase, or parts of each phase, of the SWRR being provided. Phasing will be dependent on the type of infrastructure required, its cost, the amount of development required to help off-set that cost and the timescale for its delivery;
16. the SWRR includes the requirement for a new bridge over the Vernatts Drain to enable traffic to move from the west of Spalding to the north, and vice versa. Part of the southern phase from the B1172 north has planning permission and will be developed in conjunction with Holland Park. The SWRR will only be effective as a continuous road and not with just a southern phase;
17. in the current economic climate central government funding for infrastructure projects is limited. None has been secured for the SWRR at present;
18. the development of the SUE and the SWRR will also incorporate the best possible transport solution for immediate area. This may include a range of measures including weight restrictions;
19. the SWRR will only be effective as a continuous road and not with just a northern phase;

20. the Highways Authority identifies that 'the 2006 SATURN model for the Spalding area developed by JMP and Jacobs) was reviewed, updated and re-validated to current (2010) conditions in December 2011. Various scenarios were created and tested under predicted 2015 and 2030 flows; the existing network, the existing network with increased level crossing down times, the existing network plus Phase 1 of the SWRR and the existing network plus Phase 2 of the SWRR. The predicted impact of the SWRR (including phases 1, 2 and 3) was also modelled using SATURN. Further detailed capacity assessment work was undertaken at key locations in order to provide greater detail, using the traditional junction modelling software PICARDY, ARCADY and LINSIG. Additional testing has also been undertaken to test: the impact of the proposed barrier down times at the level crossings under the assumption of no other developments; and the impact of the potential development site surrounding Phase 2 of the road';
21. the Strategy for the delivery of a further phase of the SWRR and major housing growth for Spalding identifies that the SWRR is needed to 'support and facilitate sustainable population and commercial growth in and around Spalding; mitigate the impact of the expected increase in level-crossing barrier downtime in Spalding resulting from increased rail-freight traffic passing through the town; reduce traffic congestion in Spalding town centre; and enhance connectivity by improving west to south links around Spalding' the scheme that would deliver the most cost-effective benefits is that proposed;
22. the line of the road has been agreed to reflect highways, drainage, flood risk and biodiversity concerns; it is set back 20m from the Vernatts Drain, an acceptable distance agreed with the IDB and the Environment Agency;
23. the design of Pin024 will be in accordance with national policy and relevant Local Plan policies including for walking and cycling provision. The Highways Authority identifies that 'a large scale development can provide improved footpath, cycle and public transport links,' including the retention and potentially enhancement of the Pinchbeck-Spalding cycle route;
24. the SUE extends from the Vernatts Drain north, thereby encompassing the road. But it is accepted that the majority of the SUE is to the north of the road. Site selection will ensure that an appropriate definable edge to the SUE is identified, preferably using identifiable marks on the ground such as roads and field boundaries as a guide;

25. the Local Plan will have to demonstrate how arising infrastructure needs will be met, and these matters will be dealt with in later versions of the document and the Infrastructure Delivery Plan that will accompany it;
26. most of the SUE is classified as best and most versatile agricultural land, but this is equally true of all greenfield sites in and around South Holland. It is accepted that it is preferable to develop previously-developed sites, but such sites are not available in sufficient numbers to meet Spalding's housing needs;
27. the Whole Plan Viability will have to demonstrate the extent to which arising infrastructure needs can be funded through development, and the Infrastructure Delivery Plan will help determine priorities associated with delivering infrastructure through new development;
28. the SHLAA identifies that the site 'will not have adverse impacts on natural, built or historic assets' however an Extended Phase 1 Habitat Survey will be required to identify the presence/absence of biodiversity interests on the site, to address any impacts that might be generated by proximity to the Vernatts Drain Local Wildlife Site, and to identify whether further surveys will be required, such as for protected species. Support for the green infrastructure is welcome. The masterplan will identify an appropriate mix of green infrastructure, to be delivered through planning applications. Sufficient natural greenspace will be provided to meet the Council's natural and semi greenspace standards identified in the Local Plan;
29. sufficient open space will be provided to meet the needs of the new development and to maintain the separate character of Pinchbeck and Spalding. The open space requirement will in part depend on the number of dwellings proposed – a masterplan for the area will show how much, and the type of open space to be provided through planning applications;
30. it is a requirement of national policy for each area to have a SHMA and to provide for enough land to meet its objectively assessed housing need. Therefore additional housing is required to accommodate this need. Given the size of South Holland it is still possible to provide for new housing but for the area to retain its predominantly rural character;
31. long term management and maintenance of open space provided by new development is an important consideration. This will be addressed through the masterplan and planning application process;

32. approx. 15ha of green space has been identified on the Policies Map, therefore it is not accepted that this is a small area of land. However it is acknowledged that additional work may need to be undertaken through the masterplan and planning application process to achieve the best solution for amenity and recreation. It should be possible through the careful design of green infrastructure and new development to ensure that Pinchbeck and Spalding retain their distinctiveness. These matters will be dealt with in the masterplan and planning application process;
33. Pin045 is being promoted by a developer;
34. confirmation of availability is welcome. Confirmation that site Pin016 and land to the west of the railway line is also available is noted;
35. the masterplan should be informed by the extensive Local Plan evidence base and the characteristics of the locality, including the unique character of Pinchbeck and the surrounding landscape;
36. the settlement boundaries will ensure that Pinchbeck does not become a suburb of Spalding. It should be possible through good design of new development and green infrastructure to retain each settlement's character and distinctiveness. This will be addressed through a masterplan and the planning application process;
37. it is acknowledged that a gas main runs along the Vernatts Drain, and the developer indicates that other infrastructure crosses Pin045. It would be appropriate for an easement to be retained to allow the utility providers access to the infrastructure – this can take the form of green infrastructure;
38. support for a comprehensive SuDS scheme is welcome. Provision for a foul water drainage strategy will be reflected in the masterplan for the site;
39. care would need to be taken through the design of the site to ensure that the amenity of residents is maintained;
40. the Town Centres and Retail Capacity Study 2013 identifies that there is sufficient capacity in Spalding to meet convenience goods needs to 2021, after that it is expected that small supermarkets or convenience stores (up to 500sqm net) could be used to anchor a local centre in a SUE. The detail relating to the Local Centre should be identified through a masterplan for the SUE. In terms of comparison goods floorspace there is a need for 12,404sqm net by 2031. National policy states that this should be in a sequentially preferable location, within or adjacent to the town centre. The location is not appropriate in terms of the sequential test or as a gateway to a quality residential urban extension;

41. confirmation of delivery and lack of constraints is welcome;
42. the Whole Plan Viability will demonstrate the extent to which arising infrastructure needs can be funded through development, and the Infrastructure Delivery Plan will help determine priorities associated with delivering infrastructure through new development, and whether there is justification for a particular mix of policy considerations and/or ancillary uses at the SUE;
43. confirmation that the green infrastructure is also available for development is noted;
44. support for potential housing sites Pin016, Pin020 and Pin040 is noted;
45. it should be possible through the masterplan to ensure that local character and distinctiveness is reflected, this will be secured through the design of new development and green infrastructure at the planning application stage. It is expected that some agricultural land will be retained to help enhance openness in specific locations.

5.66 **Conclusions on site Pin001, Pin016, Pin020, Pin031, Pin040 and Pin045 -**

It is considered that sites Pin001, Pin016, Pin020, Pin031, Pin040 and Pin045 are some of the more suitable Potential Housing Sites in Spalding, and that they should not be taken forward (collectively as Pin045) as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin045 with two positive (green) impacts being recorded for housing delivery and access to employment, although a further seven (blue) impacts could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as open space, sustainable and public transport infrastructure and school places; and
- the Highways Authority identifies that 'services and facilities are potentially accessible on foot and bicycle. Bus stops are on Spalding Road. The area would provide the northern end of the Spalding Western Relief Road and the necessary bridge over the railway... A large scale development can provide improve footpath, cyclepath and public transport links.' It appears that a satisfactory access could be achieved, but the provision is less straightforward than for most other sites;
- the SHLAA identifies the sites as 'accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent to the existing settlement boundary,';

- the SHLAA identifies that ‘opening up infrastructure costs are likely to be high. Nonetheless if allocated there is a reasonable prospect that it would be developed 9 assumed to begin in year 10 and be completed before year 25), [the plan is in year 6] so the site could contribute to the Council’s five year supply of available housing land.

5.67 **Comments received** - No comments were made on site ***Pin050 (Spalding Lifestyle, Spalding Road, Spalding)***.

5.68 **Conclusions on site Pin050** – It is considered that site Pin050 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin050 with four positive (green) impacts being recorded for housing delivery, landscape character, soil, water and air quality and access to employment, but a further seven (blue) impacts could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as school places; and
- the Highways Authority identifies that ‘services and facilities are potentially accessible on a bicycle. There is a bus stop at the hospital. Suitable and safe access to this site could be made via the existing roundabout serving the hospital,’ so it appears that a straightforward access could be achieved;
- the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘no hazard’, and flood depth in 2115 is classified as ‘no hazard’, one of the most sequentially preferable sites in Spalding;
- the SHLAA identifies that ‘it is adjacent to 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 open space.’
- The SHLAA identifies that although ‘opening up costs are likely to be high owing to land clearance, nonetheless if allocated there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 10), [the plan is in year 6] so the site could contribute to the five year supply of deliverable sites.

5.69 **Comments received** - No comments were made on site ***Pin052 (Land to the east of Tydd Road, Pinchbeck)***.

5.70 **Conclusions on site Pin052** – It is considered that site Pin052 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin052 with one positive (green) impact being recorded for housing delivery, and five negative (orange) impacts recorded relating to access to community facilities, shops and education facilities, accessibility, landscape character and soil, air and water quality;
- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent Preferred Housing site is developed’. It appears that a satisfactory access could not be achieved in this plan period;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed masterplan for the adjoining Pin024 is agreed, the route of SWRR will not be known. Allocating Site Pin052 would therefore be premature and could jeopardise the delivery of the road at this stage.

5.71 **Comments received** - The following comments were made on site ***Pin053 (Land between Spalding and Pinchbeck)***:

1. the SUE is not the most effective use of land; Pin045 is separated from the Pin024 and Spalding by the route of the SWRR, the Vernatts Drain, the Joint Line and green infrastructure, and would fail to offer a long term planned solution to the gap between Pinchbeck and Spalding. The area includes a number of residential and commercial properties and will come under increasing pressure for further development, which would not be planned as part of the SUE. Including Pin053 in Phase 1 would provide an effective buffer between different development and safeguard open land from future development pressure;
2. Mill Green is a peaceful rural farming area and should stay that way. House building will change the area drastically, the roads are not capable of taking extra traffic and it will change the character of the area;
3. the site has extensive biodiversity value including Bam Owls, Kestrels, Buzzards and Little Egrets as well as Muntjak deer, Roe deer, badgers, foxes, hares;

4. new housing should be for local people;
5. it is unlikely that the SWRR will open up the river area for recreation, with lorries using the road;
6. support safeguarding of the route of the SWRR;
7. support for Pin053 as a housing site;
8. the SHLAA states that the site is in a sustainable location, accessible to the services of Pinchbeck and its development would have limited impact on the surrounding landscape or the amenity of adjacent uses;
9. the site could be a freestanding allocation to help meet the needs of the area or as part of the comprehensive SUE. Its ease of development would suggest that the site would be a first choice for an allocation adjacent to Pinchbeck.

5.72 Responses to the above comments:

1. through the comprehensive masterplanning of Pin024 and Pin045 a SUE can be delivered, therefore it is not accepted that the SUE would not provide a long term solution to the broad location. It is acknowledged that land outside the area may come under pressure for development but if the Council can demonstrate they have a five year supply of deliverable sites through an adopted Local Plan then such development could be resisted. While this site would provide a buffer between the Mill Green area and the railway line it would extend the built form significantly extending Pinchbeck beyond the railway line;
2. it is accepted that 155 dwellings would provide a different form of development to the mix of land uses that exist there (greenhouses and agricultural land) however it is not accepted that this would change the character of the drastically. The SHLAA identifies that 'this site would not be suitable before the adjacent 'Preferred Housing Site' is developed, indicating that a suitable access solution cannot be achieved in this plan period;
3. the SHLAA identifies that the site 'will not have adverse impacts on natural, built or historic assets' however a Phase 1 Habitat Survey may be required to identify the presence/absence of biodiversity interests on the site and to identify whether further surveys will be required, such as for protected species;
4. the Local Plan cannot control who buys properties;

5. 15ha of green infrastructure has been identified within the SUE. It is desirable to have some form of green infrastructure adjacent to the Vernatts Drain to provide a buffer between the LWS and the road. But it is acknowledged that additional work may need to be undertaken through the masterplan and planning application processes to achieve the best solution for amenity and recreation;
6. support for potential housing site Pin053 is welcome;
7. it is accepted that the site is located near to Pinchbeck's existing built up area and is accessible to Pinchbeck's existing services, however the SHLAA does not state that the site would have limited impact on the landscape or the amenity of adjacent uses;
8. confirmation that the site could be a freestanding allocation is noted.

5.73 **Conclusions on site Pin053** – It is considered that site Pin053 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin053 with one positive (green) impact being recorded for housing delivery, but four negative (orange) impacts were recorded relating to access to local facilities, accessibility, landscape character and air, water and soil quality; and;
- the Highways Authority identifies that this site would not be suitable before the Preferred Housing Site is developed, therefore it appears that access cannot be secured during this plan period;

5.74 **Comments received** - No comments were made on site ***Pin054 (Orchard House, Blue Gowt Drove, Pinchbeck)***.

5.75 **Conclusions on site Pin054** – It is considered that site Pin054 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin054 with one positive (green) impact being recorded for housing delivery, and four negative (orange) impacts recorded relating to access to community facilities, accessibility landscape character and soil, air and water quality;
- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;

- the Highways Authority identifies that ‘the services and facilities are not accessible by foot but are accessible by bicycle. There are no bus stops. The site would not be suitable before the adjacent Preferred Housing Site is developed’, so it appears that a satisfactory access cannot be achieved in this plan period.

5.76 **Comments received** - No comments were made on site ***Pin055 (Land to the east of Tydd Road, Spalding)***.

5.77 **Conclusions on site Pin055** – It is considered that site Pin055 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin055 with one positive (green) impact being recorded for housing delivery, but five negative (orange) impacts recorded relating to access to community and education facilities, accessibility, landscape character and soil, water and air quality;
- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘services and facilities are not accessible by foot or bicycle and there are no bus stops. However the development of this site, in conjunction with Pin024, would provide these networks and public transport is likely to be extended to serve the site’. It appears that a satisfactory access could not be achieved in this plan period to allow for Pin024 to commence;
- the site lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed masterplan for the adjoining Pin024 is agreed, the route of SWRR will not be known. Allocating Site Pin055 would therefore be premature and could jeopardise the delivery of the road at this stage.

5.78 **Comments received** - No comments were made on site ***Pin056 (Fox Glove Cottage, Spalding)***.

5.79 **Conclusions on site Pin056** – It is considered that site Pin056 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin056 with one positive (green) impact being recorded for housing delivery, but four negative (orange) impacts recorded relating to access to community facilities, accessibility, landscape character and air, water and soil quality;

- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that 'the services and facilities are not accessible by foot but are accessible by bicycle. There are no bus stops. The site would not be suitable before the adjacent Preferred Housing Site is developed', so it appears that a satisfactory access cannot be achieved in this plan period.

5.80 **Comments received** - The following comments were made on site ***Pin057 (Land at Mill Green Lane/Blue Gowt Drove, Spalding)***:

1. The current SUE site is not the most effective use of land; Pin045 is separated from the Pin024 and Spalding by the route of the SWRR, the Vernatts Drain, the Joint Line and green infrastructure, and would fail to offer a long term planned solution to the gap between Pinchbeck and Spalding. The area includes a number of residential and commercial properties and will come under increasing pressure for further development, which would not be planned as part of the SUE. Including Pin057 in Phase 1 would provide an effective buffer between different development and safeguard open land from future development pressure;
2. support for Pin057 as a housing site;
3. Site Pin057 should be incorporated with the adjacent Preferred Housing Site Pin024 as development of the entire sector of land between Spalding Road, Market Way and the Joint Line Railway must be a preferred option to ensure deliverability.

5.81 **Responses to the above comments:**

1. through the comprehensive masterplanning of Pin024 and Pin045 a SUE can be delivered, therefore it is not accepted that the SUE would not provide a long term solution to the broad location. It is acknowledged that land outside the area may come under pressure for development but if the Council can demonstrate they have a five year supply of deliverable sites through an adopted Local Plan then such development could be resisted. While this site would provide a buffer between the Mill Green area and the SUE it would form an incongruous form of development in the countryside, significantly extending Mill Green south;
2. support for potential housing site Pin057 is noted;

3. the need to identify a large area of land to ensure deliverability is noted. However it is not considered that the development of Pin024, including highways infrastructure, would reach a point in this plan period to render the identification of Pin057 a deliverable allocation in this plan period;

5.82 **Conclusions on site Pin057** – It is considered that site Pin057 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin057 with one positive (green) impact being recorded for housing delivery but four negative (orange) impacts recorded relating to access to community facilities, accessibility, landscape character and soil, air and water quality;
- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘services and facilities are not accessible by foot or bicycle and there are no bus stops. However the development of this site, in conjunction with Pin024, would provide these networks and public transport is likely to be extended to serve the site’. It appears that a satisfactory access could not be achieved in this plan period;

5.83 **Comments received** - No comments were made on site ***Pin060 (Tydd Road, Pinchbeck)***.

5.84 **Conclusions on site Pin060** – It is considered that site Pin060 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin060 with one positive (green) impact being recorded for housing delivery but five negative (orange) impacts recorded relating to access to community and education facilities, accessibility, landscape character and soil, air and water quality;
- on its own the site would form a large incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘the services and facilities are not accessible by foot but are accessible by bicycle. There are no bus stops. The site would not be suitable before the adjacent Preferred Housing Site is developed’, so it appears that a satisfactory access cannot be achieved in this plan period.

5.85 **Comments received** - No comments were made on site ***Pin061 (Highfield Nursery, Spalding)***.

5.86 **Conclusions on site Pin061** – It is considered that site Pin061 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin061 with two positive (green) impacts being recorded for housing delivery and flood risk and three negative (orange) impacts relating to accessibility, landscape character and air, water and soil quality;
- on its own the site would form an incongruous form of development in the countryside, generating an unacceptable impact upon the landscape;
- the Highways Authority identifies that ‘services and facilities are not accessible by foot or bicycle and there are no bus stops. However the development of this site, in conjunction with Pin024, would provide these networks and public transport is likely to be extended to serve the site’. It appears that a satisfactory access could not be achieved in this plan period.

5.87 **Comments received** - No comments were made on site ***Stm001 (Land to the east of Spalding Common, Spalding)***.

5.88 **Conclusions on site Stm001**– It is considered that site Stm001 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm001 with two positive (green) impacts being recorded for housing delivery and landscape character and two negative (orange) impacts recorded relating to access to community facilities and soil, air and water quality;
 - the Highways Authority identifies that ‘the opening into this land appears to be occupied by a new detached dwelling which is under construction. If this site is suitable it may be possible to combine it with Stm002 and/or Stm007’. It appears that a satisfactory vehicular access could be achieved, but the provision is less straightforward than for other sites;
 - the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘danger for most’, and flood depth in 2115 is classified as ‘1.0-2.0m’ one of the least sequentially preferable sites in Spalding.
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5.89 **Comments received** - The following comments were made on site **Stm002** (***Land to the east of South Drove, Spalding***):

1. support for Stm002 as a housing site;
2. the SHLAA expresses concern about flood risk but this can be mitigated by design, including increasing site levels as has been done adjacent to the site and elsewhere in Spalding for areas with identical flood risk;
3. the site is in a row of frontage dwellings with development in depth further to the north;
4. access is sufficient for an adopted road and the developer will pay for a frontage footway on Spalding Common;
5. planning permission exists for 2,250 dwellings to the west of the B1172. 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;
6. the housing commitment will provide new transport links and community facilities;
7. waste water and the foul sewage network are reported to have sufficient capacity for this site.

5.90 **Responses to the above comments:**

1. support for this potential housing site is noted;
2. the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '1.0-2.0m' one of the least sequentially preferable sites in Spalding;
3. the SHLAA recognises the location of the site is correct;
4. the Highways Authority identifies that 'the opening looks to be large enough for only a private carriageway. The frontage has no footway.' It is accepted that a developer could be required to make provision for a footway;
5. the SHLAA recognises that the impacts identified on the character of the area are correct;
6. in time the housing commitment will provide for a range of community facilities and services;

7. Anglian Water have identified that the sewerage network is capable of accommodating foul water from the site but the capacity of the surface water network has major constraints, and all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS);

5.91 **Conclusions on site Stm002**– It is considered that site Stm002 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm002 with three positive (green) impacts being recorded for housing delivery, landscape character and soil, air and water quality, but one negative (orange) impact recorded relating to access to local facilities;
- the SHLAA identifies that the site ‘is not located within/adjacent to Spalding’s existing built up area (defined settlement boundary) and while the housing commitment will provide for community facilities this will not be in the short –medium term (under the provisions of the planning permission)’ so has less access to local facilities, shops and services than other sites;
- the SHLAA identifies the site as being one of the least sequentially preferable sites in terms of flood risk in Spalding.

5.92 **Comments received** - The following comments were made on site ***Stm004 (Land to the east of Spalding Common, Spalding)***:

1. support for site Stm004, as a housing site;
2. the site lies close to a Housing Commitment, and local transport and road infrastructure;
3. development of smaller, well-located satellite sites, apart from those already designated as a Preferred Housing Site, will be a benefit to the town.

5.93 **Responses to the above comments:**

1. support for the potential housing site is noted;

2. it is accepted that Site Stm004 is in close proximity to Stm012, the Holland Park housing commitment, but the Highways Authority identifies that 'services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172 ... redevelopment of this existing nursery site would be feasible with access from Spalding Common.' Although access by sustainable transport is not as good as some sites, it appears that access to public and highways infrastructure can be satisfactorily achieved;
3. the SHLAA identifies that the site is capable of delivering 140 dwellings (assumed to begin in year 9 and be completed before year 15), [the plan is in year 6] so this site could help contribute to the Council's five year supply of available sites.

5.94 **Conclusions on site Stm004** – It is considered that site Stm004 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm004 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further eight (blue) impacts could deliver positive impacts as a result of the delivery of the site which could secure meaningful infrastructure to meet the needs of future residents such as open space and school places;
- the Highways Authority identifies that 'redevelopment of the existing nursery site would be feasible with access from Spalding Common. Cradge Bank Road would not be suitable to provide access to this site'. It appears that a straightforward, satisfactory access could be achieved;
- the site is within Flood Zone 2, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m' not one of the most sequentially preferable sites in Spalding, but better than some others;
- the SHLAA identifies that the site is capable of delivering 140 dwellings (assumed to begin in year 9 and be completed before year 15), [the plan is in year 6] so this site could help contribute to the Council's five year supply of available sites.

5.95 **Comments received** - The following comments were made on sites ***Stm005 (Land to the west of Spalding Drove, Spalding), Stm015 (Land between Cowbit Road and Spalding Drove, Spalding), Stm016 (Land between Cowbit Road and Spalding Drove, Spalding), Stm017 (Land to the west of Spalding Drove, Spalding) and Stm018 (Land between Cowbit Road and Spalding Drove, Spalding)***:

1. these sites are more appropriate for development than Pin045/Pin024; there is good access to the A16 meaning traffic does not need to pass through the town centre, which would alleviate congestion on roads between Pinchbeck and Spalding that will be caused by any building in that area. They are more convenient for local amenities and secondary schools, do not need new roads and are accessible to infrastructure;
2. the flood risk would be similar to Pin045/Pin024;
3. support for site Stm005 as a housing site;
4. a programme of hydrological modelling has identified drainage concerns for Sites Stm005/17/15/16/18/19/9/21- an improvement in the drainage standard will be required - this may include a new pumping station to be constructed to achieve acceptable water levels;
5. the sites are well-located close to Clay Lake and a significant commercial development has been approved adjacent to the A16 which provides employment opportunities and now represents a logical edge to the settlement of Spalding;
6. recent growth around Spalding has been focused on the west of the town, however there is considered to be latent capacity on the B1173 which should be maximised by focusing some growth on the south eastern side of the town. This land is unconstrained and its development would help counterbalance growth to the west;
7. these sites have the potential to be deliverable without the need for any significant infrastructure requirements so are of major benefit to the housing land supply as can come forward in the short term;
8. the prioritisation of land in the Preferred Housing Site and the extensive housing commitment to the south west (Holland Park) is mostly under the control or influence of a few developers, which is potentially contrary to national policy which encourages a wider choice. The south east part of Spalding should be opened up at an earlier opportunity for potential development to run parallel with, and as another opportunity for developers (other than those who are involved elsewhere in Spalding) to provide housing development;

9. concerned about the prospect of residential development taking place close to Clay Lake (and its expansion land). Residential development close to Clay Lake has the potential to be a limiting factor on existing and future businesses;

5.96 Responses to the above comments:

1. the objectives for the SWRR are to 'support and facilitate sustainable population and commercial growth in and around Spalding; mitigate the impact of the expected increase in level-crossing barrier downtime in Spalding resulting from increased rail-freight traffic passing through the town; reduce traffic congestion in Spalding town centre; and enhance connectivity by improving west to south links around Spalding'. Residents in the south east part of the town would also travel into, and through the town, and even though the site has good access to the A16, it is not accepted that these sites would not add to traffic congestion if a relief road were not delivered. It is accepted that these sites are well-located in terms of secondary schools, but it is not accepted that these sites are more accessible to other local amenities, than Pin045/Pin024. The Highways Authority indicate that new substantial road infrastructure would be required to open-up this land for development;
2. The majority of site Pin024 is within Flood Zone 3a, flood hazard in 2115 is classified as 'low hazard', and flood depth in 2115 is classified as '0.25-0.50m', the majority of Pin045 is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for some' and flood depth in 2115 is classified as '0.25-0.50m'. The majority of these sites are within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '1.0-2.0m', although Stm005 is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m'. Therefore it is not accepted that these sites have a similar flood risk to Pin024/Pin045;
3. support for the potential housing site Stm005 is noted;
4. drainage concerns are noted. Although it appears that a satisfactory drainage solution can be achieved it is not as straightforward as for other sites;
5. the site is adjacent to Clay Lake Employment Area and is within 1.4km of the Lincs Gateway (which has just started development), although proximity to employment opportunities is no different to some other sites elsewhere in Spalding. The SHLAA identifies that 'the sites 'round off Spalding in this location.'

6. evidence above identifies that concerns have been raised relating to flood risk, drainage and highways solutions; it is not therefore accepted that this land is unconstrained, and development would not be as straightforward as other sites elsewhere in Spalding;
7. the SHLAA identifies that 'opening up costs are likely to be relatively high. If it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 12 and be completed before year 25). Therefore it is not accepted that there will not be significant infrastructure requirements or that the land can be delivered in the short term;
8. it is accepted that Pin024/Pin045 is a long term development, dependent on the first phase of the SWRR being delivered. However a range of sites will be identified as Preferred Sites; these will be a mix of varying sizes and locations to ensure that a range of housing products are available to the market so that Spalding is not reliant on two large scale developments, the delivery of the SWRR and the delivery rate of two developers to achieve its housing need target. However it is considered that there are other locations within and adjacent to Spalding that would provide a better complementary provision (for reasons identified above);
9. these sites are opposite Clay Lake, separated by Spalding Drove. However residential development does exist in close proximity to employment development elsewhere in the area, without objection. However the area does contain scrapyards which may lead to concerns relating to noise and other amenity concerns.

5.97 **Conclusions on site Stm005, Stm015, Stm016, Stm017 and Stm018** – It is considered that sites Stm005, Stm015, Stm016, Stm017 and Stm018 are not some of the more suitable Potential Housing Sites in Spalding, and that they should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm005, Stm015, Stm016, Stm017 and Stm018 with one positive (green) impact being recorded for housing delivery but four negative (orange) impacts recorded relating to access to community facilities, accessibility, landscape character and soil, air and water quality;

- the Highways Authority identifies that ‘services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are no bus stops on roads adjoining the sites. The opening onto Cowbit Road is not wide enough to provide the necessary junction and the site does not extend all the way to Spalding Drove, which is not suitable for access anyway. If the principle of developing this area is to be found acceptable, the sites would have to be developed together.’ It appears that a satisfactory access could be achieved, but the provision is less straightforward than for most other sites;
- the sites are in a less than sequentially preferable location in terms of flood risk than other sites in Spalding.

5.98 **Comments received** - The following comments were made on sites **Stm006** (***Land to the east of Spalding Common, Spalding***):

1. support for site Stm006 as a housing site;
2. the site lies close to a Housing Commitment and local transport and road infrastructure.

5.99 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. it is accepted that Site Stm006 is in close proximity to Stm012, the Holland Park housing commitment, but the Highways Authority identifies that ‘services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172 ... it would be feasible to access this site from a new access on Spalding Common.’ Although access by sustainable transport is not as good as some sites, it appears that access to public and highways infrastructure can be satisfactorily achieved;

5.100 **Conclusions on site Stm006**– It is considered that site Stm006 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm006 with two positive (green) impacts being recorded for housing delivery and landscape character but two negative (orange) impacts recorded relating to access to community facilities and soil, air and water quality;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘danger for most’, and flood depth in 2115 is classified as ‘1.0-2.0m’ so is one of least sequentially preferable sites in Spalding.

5.101 **Comments received** - No comments were made on site ***Stm007 (Land to the east of Spalding Common, Spalding)***.

5.102 **Conclusions on site Stm007**– It is considered that site Stm007 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm007 with two positive (green) impacts being recorded for housing delivery and landscape character and two negative (orange) impacts recorded relating to accessibility and soil, air and water quality;
- the Highways Authority identifies that ‘the bungalow would have to be demolished to provide a new junction. The plot appears to be wide enough to do so, and could possibly provide the access to Stm001 and Stm002.’ It appears that a satisfactory access could be achieved, but the provision is less straightforward than for most other sites;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘danger for most’, and flood depth in 2115 is classified as ‘1.0-2.0m’ so is one of least sequentially preferable sites in Spalding;

5.103 **Comments received** - The following comments were made on sites ***Stm009 (Land to the north of Burr Lane, Spalding)***, ***Stm019 (Land to the north of Burr Lane, Spalding)***, ***Stm021 (Land to the north of Burr Lane, Spalding)***:

1. support for Stm009 as a potential housing site;
2. Stm009 has direct highway access and is in an excellent location in terms of the strategic highway network;
3. Stm009 is a previously developed site;
4. the owner of Stm009 confirms the site is deliverable and achievable site;
5. the SHLAA identifies that Stm009 contains filled land; the site holds a dwelling - any future development could be designed to avoid this constraint;
6. Stm009 could be delivered as a freestanding site or as part of a coordinated response with adjoining.

5.104 **Responses to the above comments:**

1. support for the potential housing site is noted;

2. the Highways Authority identifies that 'Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.' While the site may have existing access onto the highway it is not accepted that this is satisfactory to serve a residential development. New provision is less straightforward than for most other sites;
3. the SHLAA identifies that more than 70% of the site is greenfield land, so would not be classified as a wholly brownfield site;
4. confirmation of availability and deliverability is welcome;
5. the SHLAA recognises that the site is held on a list of potentially contaminated sites requiring further investigation. It is accepted that the development process would identify relevant issues, and seek to remediate where necessary;
6. the Highways Authority identifies that 'this site would have to be developed in conjunction with adjacent sites' to achieve a satisfactory access.

5.105 **Conclusions on site Stm009, Stm019, Stm021**– It is considered that sites Stm009, Stm019 and Stm021 are not some of the more suitable Potential Housing Sites in Spalding, and that they should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm009, Stm019 and Stm021 with one positive (green) impact being recorded for housing delivery and four negative (orange) impacts recorded relating to access to community facilities, accessibility, landscape character and soil, air and water quality;
- the sites are separate from the Spalding settlement boundary and would expand the built form eastwards into a predominantly rural landscape;

- to achieve safe access the sites would have to be developed together; the majority of the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m', but site Stm019 is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '1.0-2.0m'. Overall the site is one of the least sequentially preferable sites in Spalding. Without the allocation of Stm019 it is unlikely that an appropriate access and development form could be achieved.

5.106 **Comments received** - No comments were made on site ***Stm010 (Land to the west of Spalding Common, Spalding)***.

5.107 **Conclusions on site Stm010**– It is considered that site Stm010 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm010 with two positive (green) impacts being recorded for housing delivery and landscape character but a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and;
- the Highways Authority identifies that 'Spalding Common is suitable to provide access and the frontage would provide adequate visibility for a safe access. There is however no footway on the west side of Spalding Common. It would be preferable to develop this site by a connection from Holland Park which the site abuts and in conjunction with Stm028 to the north.' It appears that a satisfactory access could be achieved;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m' so is not one of most sequentially preferable sites in Spalding, but is not one of the least either;
- the site lies adjacent to the Spalding settlement boundary and lies between the B1172 and the railway line so would create no adverse impacts on the character or landscape of the area;
- as Holland Park is built out the site would have increasing access to a wider range of local shops and services by sustainable transport;
- the site could contribute to the delivery of the SWRR;

- the SHLAA identifies that ‘opening-up infrastructure costs are likely to be relatively low. If it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 9 and be completed before year 15) [currently the plan is in year 6], so it is considered to be deliverable and able to contribute to the Council’s five year supply of available housing sites.

5.108 **Comments received** - No comments were made on site **Stm011 (Land to the east of Spalding Common, Spalding)**.

5.109 **Conclusions on site Stm011**– It is considered that site Stm011 is not one of the more suitable Potential Housing Sites in Spalding, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm011 with two positive (green) impacts being recorded for housing delivery and landscape character, but three negative (orange) impacts recorded relating to access to community facilities, accessibility and soil, air and water quality;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘danger for most’, and flood depth in 2115 is classified as ‘1.0-2.0m’ so is one of the least sequentially preferable sites in Spalding.

5.110 **Comments received** - No comments were made on site **Stm028 (The Elders, Spalding)**.

5.111 **Conclusions on site Stm028**– It is considered that site Stm028 is one of the more suitable Potential Housing Sites in Spalding, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Stm028 with two positive (green) impacts being recorded for housing delivery and landscape character, but a further nine (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and;
- the Highways Authority identifies that ‘Spalding Common is suitable to provide access and the frontage would provide adequate visibility for a safe access. There is however no footway on the west side of Spalding Common. Ideally this site should be developed in conjunction with Stm010. It appears that a straightforward, satisfactory access could be achieved;

- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m' so is not one of least sequentially preferable sites in Spalding, but is not one of the most either;
- the site lies adjacent to the Spalding settlement boundary and lies between the B1172 and the railway line so would create no adverse impacts on the character or landscape of the area;
- as Holland Park is built out the site would have increasing access to a wider range of local shops and services by sustainable transport;
- the site could contribute to the delivery of the SWRR;
- the SHLAA identifies that 'opening-up infrastructure costs are likely to be relatively low. If it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 9 and be completed before year 15) [currently the plan is in year 6], so is considered to be deliverable and able to contribute to the Council's five year supply of available housing sites.

6 NEW SITES

6.1 The following four new sites were put forward for consideration as Potential Housing Sites:

1. Mon022 – Pode Hole Highways Depot, Bourne Road, Spalding. The SHLAA identifies this site as being relatively accessible to Spalding's services and unlikely to create or exacerbate traffic problems. It is classified as being deliverable, therefore able to contribute to the Council's five year supply of available sites;
2. Mon023 - Land to the south of Horseshoe Road, Spalding. The SHLAA identifies this site as being undevelopable because it lies within the safeguarding corridor for the Spalding Western Relief Road. Until a detailed route of the SWRR is known allocating Site Mon023 for housing would be premature and could jeopardise the delivery of the road;
3. Stm029 – Land to the north of Burr Lane, Spalding. The Highways Authority have identified that as Burr Lane is an unsuitable access for residential development site Stm029 would have to be developed with the adjoining Stm009, Stm019, Stm021 and Stm018; the majority of this site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.50-1.0m', but sites Stm018 and Stm019 are within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '1.0-2.0m' some of the least sequentially preferable sites in Spalding;

4. Stm030 - Land to the east of Barrier Bank and north of Burr Lane, Spalding. The Highways Authority have identified that as Burr Lane is an unsuitable access for residential development site Stm029 would have to be developed with the adjoining Stm009, Stm019, Stm021 and Stm018 (which have been discounted), and the site is one of the least sequentially preferable in terms of flood risk in Spalding;

7 PREFERRED OPTIONS HOUSING ALLOCATIONS AND TRAJECTORY

- 7.1 The following sites are taken forward as Preferred Options Housing Allocations: Mon001; Mon002; Mon004; Mon005; Mon008; Mon014; Mon015; Mon016; Mon017; Mon018; Mon019; Mon022; Pin011; Pin024 (including Pin052, Pin055, Pin059, Pin060); Pin025; Pin045 (including Pin001; Pin016, Pin020, Pin031 and Pin040); Pin050; Stm004; Stm010 and Stm028. These 20 sites have a combined capacity of 2,598 dwellings, which is just below the residual requirement of 2,599.
- 7.2 These allocations and other development opportunities provide the following trajectory for Spalding. [The capacity of the sites assumes that they will be developed at a density of 30 dwellings to the hectare. In practice, some sites are likely to accommodate a higher density.]

	Years 1-5	Years 6-10	Years 11-15	Years 16-20	Years 21-25	Years 26+	TOTAL
Completions	674	-	-	-	-	-	674
Commitments	0	1107	500	500	500	250	2,857
Mon001	0	24	21	0	0	0	45
Mon002	0	10	0	0	0	0	10
Mon004	0	10	0	0	0	0	10
Mon005	0	0	50	125	47	990	1,212
Mon008	0	75	250	138	0	0	463
Mon014	0	50	250	23	0	0	323
Mon015	0	22	0	0	0	0	22
Mon016	0	50	125	66	0	0	241
Mon017	0	10	0	0	0	0	10
Mon018	0	24	13	0	0	0	37
Mon019	0	10	0	0	0	0	10
Mon022	0	24	0	0	0	0	24
Pin011	0	50	119	0	0	0	169
Pin024	0	0	0	30	200	4195	4,425
Pin025	0	11	0	0	0	0	11
Pin045	0	0	60	175	175	28	438
Pin050	0	50	0	0	0	0	50
Stm004	0	50	90	0	0	0	140
Stm010	0	50	13	0	0	0	63
Stm028	0	50	58	0	0	0	108
TOTAL	674	1677	1549	1057	922	5463	11,342

SOUTH EAST LINCOLNSHIRE LOCAL PLAN: HOUSING PAPER – PINCHBECK (JUNE 2016)

1 PINCHBECK'S PLACE IN THE SPATIAL STRATEGY

1.1 Policy 2 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified Pinchbeck as a 'Main Service Centre'.

1.2 **Comments received** - The following comments were received in relation to Pinchbeck's place in the Spatial Strategy:

1. Pinchbeck has rightly been categorised as a Main Service Centre because it is a large and important provider of local facilities;
2. a greater allocation of the housing need should be distributed to the villages to help support the existing local services, and provide the opportunity to provide further facilities;
3. Pinchbeck's proximity to Spalding means its character and role is different to other similar sized settlements; services are more accessible in Spalding which are beyond those normally available to residents of other Main Service Centres. This means that development should not only be promoted within, but adjacent to the settlement boundary to help accommodate uses that may be necessary to support its role;
4. Pinchbeck is unique as it is both rural and urban with a large industrial estate on the outskirts but it is not a town so it should not be a Main Service Centre. This definition could have negative impacts in the long term and the village could lose its rural aspect.

1.3 **Responses to the above comments:**

1. the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015) gives Pinchbeck a score of 114, the sixth most sustainable settlement, in recognition of the services and facilities it provides residents;
2. the scale of housing growth proposed for Pinchbeck took account of many issues, including: the findings of the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015); the population of the parish; the local rate of housing growth between 1976 and 2011; and the local availability of land at lower risk of flooding. The level of housing growth proposed for Pinchbeck stemmed largely from the availability of land without flood hazard in and around that settlement as well as its proximity to Spalding and its shops, services and employment opportunities;

3. Pinchbeck is a distinct village with its own character, recognised by its settlement boundary, but it is acknowledged that residents are able to access strategic facilities relatively easily because of its proximity to Spalding. It is accepted that a range of potential housing sites within and adjacent to the settlement boundary may be required to meet Pinchbeck's housing needs;
 4. The identification of Pinchbeck as a Main Service Centre took account of many issues, including: the findings of the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015); the population of the parish; the local rate of housing growth between 1976 and 2011. Whilst it is correct that Pinchbeck has its own character (recognised by the Pinchbeck settlement boundary), its 'Sustainability of Settlement' score amounted to 114, which is considerably higher than that of any of the Minor Service Centres (the highest rated settlement had a score of 77). It is therefore not accepted that Pinchbeck performs a comparable role to other Minor Service Centres.
- 1.4 It is not considered that the comments made by consultees justify a change to Pinchbeck's place in the Spatial Strategy, and consequently it is considered that it should remain as a 'Main Service Centre'.

2 PINCHBECK'S HOUSING REQUIREMENTS

- 2.1 Policy 12 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified that housing allocations should be made in Pinchbeck to provide for 190 dwellings between April 2011 and 31st March 2036.
- 2.2 **Comments received** - The following comments were received concerning Pinchbeck's housing requirements:
1. Pinchbeck has a good sustainability rating and level of facilities, it should be allocated more than 190 new homes (to accommodate current immigration increases and the need for better integration of immigrants);
 2. the growth targets for Spalding should be merged with Pinchbeck and be presented as a single target;
 3. the target for Pinchbeck should be reviewed to reflect how its relationship with Spalding will grow over the plan period, its proximity to Spalding and the range of facilities, shops and services available (as identified by its high score in the Sustainability of Settlements);
 4. the development rates used assumes that larger sites will come forward at a rate of 50 dwellings per year. Recent experience would suggest that development rates will lie near the 30 per year;

5. the transport network in Pinchbeck, particularly in and out of Pinchbeck and Knight Street get heavily congested at times. Traffic from the proposed new link road would make the situation worse due to the increased number of cars from the new development. A weight restriction should be applied to the B1356 to prevent heavy lorries using the road through Pinchbeck;
6. the local infrastructure (schools, doctors, hospital, dentists, local roads, shops, bus services, and sewers) cannot accommodate the demand that will be generated by an additional 190 dwellings;
7. Pinchbeck has no allocation of preferred housing land despite sustainable sites existing next to the village boundary on existing roads and a requirement for 190 houses. Allocate some sustainable building land in Pinchbeck, adjacent to the boundary. Make Pin002, Pin008, Pin019, Pin034, and Pin053 preferred housing sites.

2.3 **Responses to the above comments:**

1. the scale of housing growth proposed for Pinchbeck took account of the most up-to-date information on migration rates;
2. although Pinchbeck is within close proximity of Spalding, it functions as a separate settlement, with its own character and distinctiveness. Its role and function, as well as the level of services available is comparable to the other Main Service Centres. Pinchbeck does not therefore have the same characteristics as other Spalding suburbs. As such it would not be appropriate to merge the housing requirement for Pinchbeck with Spalding, solely because of its location;
3. the scale of housing growth proposed for Pinchbeck took account of many issues, including: the findings of the South East Lincolnshire Assessment of Settlements & their Sustainability Credentials (June 2015); the population of the parish; the local rate of housing growth between 1976 and 2011; and the local availability of land at lower risk of flooding. The level of housing growth proposed for Pinchbeck stemmed largely from the availability of land without flood hazard in and around that settlement and the availability of shops and services within the settlement, although its proximity to Spalding have also informed the housing growth identified;

4. the SHLAA identifies the development rates for sites that would require allocations. These vary depending on the capacity of the site, so sites of 250-999 dwellings are assumed to progress at 50 dwellings per annum, but sites of 50-249 dwellings are assumed to progress at 25 dwellings a year; there is no clear evidence to suggest that these assumptions will not be implemented. However phasing sites across the plan period will enable the LPA to monitor delivery annually. It is expected that housing sites will be reviewed every five years; should an under delivery against the five year housing land supply be identified then sites could be brought forward from other phases in the plan period, and others put back, alternatively new sites could be introduced following appropriate consultation and procedures;
 5. the Highways Authority have raised no objections relating to the overall traffic generation level associated with the potential housing sites in Pinchbeck. A weight restriction for any road will be dealt with in later versions of the Local Plan and the Infrastructure Delivery Plan that will accompany it;
 6. the Local Plan will have to demonstrate how arising infrastructure needs will be met, and these matters will be dealt with in later versions of the document and the Infrastructure Delivery Plan that will accompany it;
- 2.4 It is not considered that the comments made by consultees justify a change to Pinchbeck's housing requirements. However, a slight increase in the housing requirement is considered necessary, based upon the availability of a range of small and medium sized sites in Pinchbeck, with the potential to deliver a good mix of housing in the early part of the plan period. Consequently, it is considered that a change to Pinchbeck's housing requirement should be made, and that the Local Plan should provide for 240 dwellings between 1st April 2011 and 31st March 2036.

3 PINCHBECK'S RESIDUAL REQUIREMENTS

- 3.1 **Completions** - Between 1st April 2011 and 31st March 2016, 85 new dwellings were built in Pinchbeck.
- 3.2 **Commitments** - As at 31st March 2016, planning permission was outstanding for the construction of 26 dwellings in Pinchbeck, and there is no evidence to suggest that these permissions will not be implemented during the Plan period.
- 3.3 **Residual requirement** - Given the above figures, the identification of land to accommodate approximately 129 dwellings is required ($240 - 85 - 26 = 129$).

4 INFRASTRUCTURE

- 4.1 **Education** – the County Education Department has commented that there is some capacity at the primary school, and there is capacity to expand, but there is a lack of local capacity at secondary level and, at secondary level, there may be limited capacity to expand.
- 4.2 **Health** - the CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase.
- 4.3 **Flood risk** – the Environment Agency has commented that 'some parts of Pinchbeck are covered by the Level 2 SFRA/hazard mapping for Spalding – the settlement also lies on the River Glen which is a tide locked watercourse so there may be a hazard from this potential flood source – further Level 2 SFRA is required for the River Glen. The EA has a model for the River Glen with node levels in the river. This would need to be compared against site levels (by undertaking site level surveys or using LIDAR to compare against node levels). Sites would need sufficient information to demonstrate that the NPPF Exceptions Test can be passed before allocation. Mitigation will be: depths 0.5-1m: Finished Floor Level (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 of 0-0.25m: FFL to be set 300mm above ground level.'
- 4.4 Welland and Deepings IDB have commented that 'there is no specific risk from their drainage system. Byelaws apply for sites adjacent to Board watercourses. The use of Sustainable Drainage Systems should be considered as a first approach to dealing with surface water run off. The Board would need to approve any surface water flows above its designed greenfield run off rate of 1.4litres/sec/ha to its system.'
- 4.5 Anglian Water has commented that the capacity of the surface water network has major constraints, and that all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).
- 4.6 **Sewage Treatment** – The Environment Agency has commented that Spalding Water Recycling Centre (Sewage Treatment Works) has capacity for 25,000 dwellings. Anglian Water has commented that the Water Recycling Centre has capacity to serve all the sites. The foul sewerage network would require upgrading for all sites.
- 4.7 **Water Supply** – Anglian Water has commented that water resources are adequate to serve the proposed growth. However the supply network would require upgrading to accommodate all sites.

5 PINCHBECK SITE OPTIONS

- 5.1 Inset Map 2 of the South East Lincolnshire Local Plan 2011-2036 Draft for Public Consultation (January 2016) identified five 'Potential Housing Sites', Pin002, Pin008, Pin019, Pin021 and Pin034.
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5.2 **Comments received** - The following comments were made on site ***Pin002 (Land to the north of Market Way, Pinchbeck)***:

1. support for this as a potential housing site;
2. the owner confirms the availability of Pin002, with developer interest for a scheme for 29 units including up to 9 affordable units to be submitted in the next few months.

5.3 Responses to the above comments:

1. support for the potential housing site is noted.
2. confirmation of availability is welcome, developer interest and provision of market and affordable housing is noted.

5.4 **Conclusions on site Pin002** – It is considered that Site Pin002 is one of the most suitable Potential Housing Sites in Pinchbeck, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin002 with three/13 positive (green) impacts being recorded relating to housing delivery, landscape character and access to employment, although a further eight (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places; and
- the site is brownfield land in the settlement boundary, it is within a residential area and may see an enhancement of the local environment;
- the Highways Authority identifies that ‘the principle of re-developing this existing nursery site for residential use is acceptable in highways terms, however there would need to be provision made for pedestrian access,’ it appears that it a satisfactory, straightforward transport solution could be provided to this site;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘danger for some’, and flood depth in 2115 is classified as ‘0.25-0.50m’ not one of the least sequentially preferable sites in Pinchbeck, but not one of the worst either;
- the SHLAA indicates that ‘opening-up costs are likely to be low (although flood mitigation costs are likely), if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15) [the plan is currently in year 6], so this site is considered to be deliverable, therefore able to contribute to the Council’s five year supply of available housing sites;

- no objections to the site's allocation were made.

5.5 **Comments received** - The following comments were made on site ***Pin008*** (***Land to the east of Church Street, Pinchbeck***):

1. support for this as a potential housing site;
2. the building on site is structurally sound and forms an important part of the village history and is linked to the conservation area. If the land at the rear was developed this should be in line with conservation and protection of the existing building on site. It will directly back on to the church and therefore will need to be respectful of this;
3. development would be out of character – the existing building should be restored as a family home in keeping with the centre of the village.

5.6 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. Pin008 is within close proximity of the Grade I listed Church of St Mary and the Grade II listed buildings along Church Street, and is within Pinchbeck Conservation Area, but the former public house is not a nationally or locally designated heritage asset; with careful layout, design and choice of materials it is considered that impacts are likely to be acceptable. Re-use of the building would be sustainable, but as the building has limited architectural quality, it is not accepted that retention should be a requirement of a development;
3. the density for Pin008 has been derived from an assumed density of 20/hectare, and it is not accepted that development at such a density would be incompatible with local character.

5.7 **Conclusions on site Pin008** – It is considered that site Pin008 is one of the most suitable Potential Housing Sites in Pinchbeck, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin008 as one of the more sustainable sites in Pinchbeck with four/13 positive (green) impacts being recorded for housing delivery, access to local shops and services, accessibility and landscape character, although a further nine (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- the site is brownfield land in the settlement boundary, it is close to the village centre and could secure the enhancement of the local environment;

- the Highways Authority identifies that ‘demolition of the existing public house would create a suitable opening onto Church Street to provide a safe and suitable access to the site’, it appears that it a satisfactory, straightforward transport solution could be provided to this site;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as ‘no hazard’, and flood depth in 2115 is classified as ‘no hazard’, one of the more sequentially preferable sites in Pinchbeck;
- the SHLAA indicates that ‘opening-up costs are likely to be low (although flood mitigation costs are likely), if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15) [the plan is currently in year 6], so this site is considered to be deliverable, therefore able to contribute to the Council’s five year supply of available housing sites;
- although the site attracted objections, none of the issues raised appear to be insoluble.

5.8 **Comments received** - The following comments were made on site ***Pin019*** (***Land to the east of Surfleet Road, Pinchbeck***):

1. support for this as a potential housing site;
2. it is close to the village centre, and it shops and services;
3. development for housing will be a logical infill to the frontage.

5.9 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the site is within 650m of Pinchbeck village centre;
3. the SHLAA identifies that ‘the site is a small field between a large horticultural nursery and the road. There are dwellings to the south and a garden centre to the north. The boundaries are fenced, hedged or treed,’ so has limited countryside character.

5.10 **Conclusions on site Pin019** - It is considered that site Pin019 is one of the more suitable Potential Housing Sites in Pinchbeck, and that it should be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin019 well with three positive (green) impacts recorded relating to housing delivery, accessibility and landscape character although a further seven (blue) impacts could deliver positive impacts by securing meaningful infrastructure to meet the needs of future residents such as open space and school places;
- the Highways Authority identifies that 'the site has a large enough opening onto Surfleet Road to be able to provide a safe and suitable access for residential development. A frontage footway to Oldham Drive would be required,' it appears that it a satisfactory, straightforward transport solution could be provided to this site;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'no hazard', and flood depth in 2115 is classified as 'no hazard', one of the most sequentially preferable sites in Pinchbeck;
- the SHLAA indicates that 'opening-up costs are likely to be low (although flood mitigation costs are likely), if it is allocated there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15) [the plan is currently in year 6], so this site is considered to be deliverable, therefore able to contribute to the Council's five year supply of available housing sites;
- no objections to the site's allocation were made.

5.11 **Comments received** - The following comments were made on site ***Pin021 (Land to the south of Flaxmill Lane, Pinchbeck)***:

1. support for this as a potential housing site;
2. it is close to the village centre, with its shops and services;
3. development for housing will be a logical infill to the core village.

5.12 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the site is within 330m of Pinchbeck village centre;
3. the SHLAA identifies that 'the site is a small field with development to two sides. There are no bad neighbour uses. Visual impacts on neighbours would be acceptable.'

5.13 **Conclusions on site Pin021** - It is considered that site Pin021 is not one of the more suitable Potential Housing Sites in Pinchbeck, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin021 with four positive (green) impacts being recorded relating to housing delivery, access to local shops and services, accessibility and landscape character, but one negative (orange) impact relating to soil, air and water quality;
- the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for most', and flood depth in 2115 is classified as '0.5-1.0m', one of the least sequentially preferable sites in Pinchbeck.

5.14 **Comments received** - The following comments were made on site ***Pin034 (Land to the west of Flaxmill Lane, Pinchbeck)***:

1. support for this as a potential housing site;
2. the site has a higher flood risk than the discounted Pin015.

5.15 **Responses to the above comments:**

1. support for the potential housing site is noted;
2. the site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for some', and flood depth in 2115 is classified as '0.25-0.50m', the same flood classification as Pin015 which was discounted because of concerns raised by the Highways Authority;

5.16 **Conclusions on site Pin034** - It is considered that site Pin034 is not one of the more suitable Potential Housing Sites in Pinchbeck, and that it should not be taken forward as a Preferred Housing Site:

- the Sustainability Appraisal scores site Pin034 with two positive (green) impacts being recorded relating to housing delivery and landscape character, but with four negative (orange) impacts relating to access to community facilities, accessibility and air, water and soil quality;
- the Highways Authority identifies that 'the ideal [access] would be to access this site via Pin021 although this would involve crossing Gallery Walk. Access off Grove Close might be possible subject to there being no ransom strip', as Pin021 has been discounted, it appears that a satisfactory access could be achieved, but that this might not be as straightforward as for some other sites.

6.1 The following three new sites were put forward for consideration as Potential Housing Sites:

1. Pin062 – Former Dairy Depot, Pennytoft Lane, Pinchbeck. The SHLAA identifies this small-scale brownfield site as developable; it is located within the settlement boundary in a predominantly residential area and could secure the enhancement of the local environment. In highway terms, this is an ideal site for the provision of the suggested 9 dwellings;
2. Pin064 - Land to the east of Surfleet Road, Pinchbeck; the Highways Authority identifies concerns with the access and the poor links with the village centre, it would also form a significant area of housing out of character with the scale of Pinchbeck, thereby generating adverse impacts upon the landscape;
3. Pin065 - Birchgrove Garden Centre, Surfleet Road, Pinchbeck. The SHLAA identifies this site as developable; it is a brownfield site, with suitable access for a residential development, adjacent to the settlement boundary and could secure the enhancement of the local environment. The SHLAA identifies the site as developable;

7 PREFERRED OPTIONS HOUSING ALLOCATIONS AND TRAJECTORY

7.1 The following sites are taken forward as Preferred Options Housing Allocations: Pin002; Pin008; Pin019, Pin062 and Pin065. These five sites have a combined capacity of 132 dwellings, which is slightly higher than the residual requirement of 129 dwellings. However, Pinchbeck is a sustainable location, with a good range of small and medium sized sites capable of delivering housing in the early part of the plan period. Therefore, it is considered that the settlement is able to accommodate this increase in housing numbers, albeit that some local infrastructure will require improvement through the delivery of new development.

7.2 These allocations and other development opportunities provide the following trajectory for Pinchbeck. [The capacity of the sites assumes that they will be developed at a density of 20 dwellings to the hectare. In practice, some sites are likely to accommodate a higher density.]

	Years 1-5	Years 6-10	Years 11-15	Years 16-20	Years 21-25	Years 26+	TOTAL
Completions	85	-	-	-	-	-	85
Commitments	0	26	-	-	-	-	26
Pin002	0	7	19	-	-	-	26
Pin008	0	12	1	0	0	0	13
Pin019	0	24	10	0	0	0	34
Pin062	0	10	0	0	0	0	10
Pin065	0	24	25	0	0	0	49

TOTAL	85	103	55	0	0	0	243
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