

Post\_title: **02: Spalding and Pinchbeck**

ID1:

1077

comment\_author: Graham Twyman

comment content:

There appears to be a gas main traversing or following the line of the proposed relief road between the points R1 and R2 ( the road) most apparent by the location of the white pole close to the southern end of Two Plank Lane and adjacent to Two Plank footbridge! . The line of the road, also as extended to point R3, seems dangerously close to the Vernatts Drain. One would have thought concerns over breaching the Drain by excavating the Road and future use by a considerable number of vehicles would imply construction of the Road should be some considerable distance from the proposed site. What were the positions of the two earlier suggestions, I gather a couple of earlier proposals have been discounted. There is a designated cycle track between Spalding and Pinchbeck utilising the site of the foot path and roadway, really a track, between Two Plank Lane and Market Way, effectively the site of Two Plank Lane and Blue Gowt Lane. This is a busy thoroughfare. How is it proposed to allow pedestrians and cyclists safe passage over or under the site of the Road. It is very disappointing that, whilst an effort has been made to preserve some of the integrity of green open land between Spalding and Pinchbeck, more green open space has not been found. There are few aesthetically pleasing areas of countryside in this immediate area, and I suggest development of any kind and therefore change of use of existing agricultural land should not be granted for the areas Pin 54,56,57&59 and that part of Pin24 East and North East of Darleys Lane. This would have the effect of preserving a beautiful corridor of countryside

Officer Comment:

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;

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;

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;

Officer Recommendation:

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.

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.
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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1078 comment\_author: Status Design

comment content:

have submitted a site for consideration accessed from Burr Lane and behind Lawnswood, 1-9 Fen End Lane, Karlavarn, Charisma and Cherry View Burr Lane.

Officer Comment:

This has been registered as Stm029 in the SHLAA

Officer Recommendation:

The site should not be taken forward as a Preferred Housing Site.

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ID1:

1079

comment\_author: Mr Kurt Mason

comment content:

In relation to Pincheck: We are against the proposal of developing plot Pin008 for many reasons. 1. This site has a building on it which is structurally sound and forms an important part of the village history and is linked to the conservation area. 2. It is another case of a developer allowing a village to decay in order for them to profiteer out of there purchase. What message are we sending out to other developers? Please buy large properties with potential development as a long term strategy. Allow them to fall in to decay. Bring the village down and yes we will pay you for the privilege of demolishing our history?? 3. The existing building could be re-stored in to a substantial family home in keeping with the village and it s on look to the old doctor s house. 4. 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. 5. Demolishing the perfectly structurally sound old public house, will be detrimental to the look of the village and will just mean another modern place development ripping out the heart of the village.

Officer Comment:

Pin008 comprises The Bell (PH), its curtilage and attached land to the south east. The SHDC Conservation Officer identifies that 'although not listed, The Bell is a traditional building at the centre of the Pinchbeck Conservation Area. The site is in close proximity to 3 listed buildings on Church Street, abutting the curtilage of two. The impact on the setting of these buildings would not be great given their location and orientation relative to the site. There would be significant harm in the loss of The Bell (PH) as a traditional public building in the historic core of the Conservation Area. Retention of The Bell would be important although this could negate the viability of the remainder of the allocation'. As such it is proposed not to take Pin008 forward as a housing allocation.

Officer Recommendation:

Pin008 is not one of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation

ID1: 1080 comment\_author: Mr & Mrs J S Wright

comment content:

Before any building of houses on stage A (Pin045) is undertaken there must be provision for an exit onto Market Way so that the businesses in Pinchbeck Village Centre are not penalised because of limited access. The site highlighted is after all in PINCHBECK and should not become a satellite of Spalding. The relief road through Pin 024 should be completed to Bourne Road A151 before residential building so that there is an access at both ends. This should avoid more congestion at proposed R1 roundabout (Spalding Road Pinchbeck) which already has excess traffic into Spalding Town.

Officer Comment:

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;

Officer Recommendation:

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.



# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1081 comment\_author: Joyce Boyer

## comment content:

With my husband I visited Pinchbeck Village Hall on 13 January to view the local plan but came home feeling the exercise was a complete waste of time. The plans showing where possible housing development in Surfleet and two other areas to the north of Pinchbeck were a good size to see the locations but the entire village of Pinchbeck was shown so small on the main map and enlarged map on the table that it was almost impossible to locate where the possible sites were and for how many properties. The people we spoke to had no knowledge of Pinchbeck or its current transport problems so there could be no discussion as to how these could be solved in the near or long distance future. The entire emphasis of their answers to questions was based on a proposed road to no-where!! Starting at a new roundabout at Enterprise Way it might be built if there was a large housing development on land not shown as available on the smaller plan. As it was going no-where should there be any building all of the traffic would need to use Pinchbeck Road “ already busy - or cross the roundabout and travel through the industrial estate “ on busy, congested and not good roads - to the A16. If we are discussing a plan for the future there needs to be;- A road to take HGV s off of Knight Street, Pinchbeck “ a narrow road with school crossing that is a rat-run for lorries heading for Bourne and the A1. A relief road to the west of Spalding and Pinchbeck from the proposed new road in the south to join with the relief road from the A 16 at Surfleet (just north of the Crematorium). Once this is built “ preferably dual carriageway “ then the road to no-where that was being pushed at the meeting could join that and be a benefit to the area. Whilst I agree

## Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

## Officer Recommendation:

No change to the approach is required.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

that some additional housing is essential over the next 20 years A substantial green corridor should be kept between Pinchbeck and Spalding to enable the two areas to retain their different identities.

ID1: 1082 comment\_author: David Ball

comment\_content:

We support our site in Horseshoe Road, referenced Mon007, as a housing site. Relocating our business to another site will overcome objections from residents to our recent proposals to develop our sites in the area and provide the opportunity to grow our business further.

Officer Comment:

Support for the potential housing site is noted.

Officer Recommendation:

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.

ID1: 1083 comment\_author: John Preston

comment\_content:

would like Redmile Nurseries, Warden Tree Lane Pinchbeck (Pin038) to be considered in the development plan. The site is enclosed on three sides by housing and the field opposite has been bought by Fleetwood Homes, with plans for housing. As noted in your report there is nothing detrimental to the site and it virtually says it has everything necessary for planning.

Officer Comment:

The site is on a road that serves an industrial area and it is close to the site's that are allocated for, or are being used for industrial use. Dwellings would both appear incongruous & would potentially be exposed to disturbance. If the planning application on Pin011 is granted planning permission this view may change.

Officer Recommendation:

Consequently, the site is considered unsuitable for a housing site.

ID1: 1084 comment\_author: Rt Hon John Hayes MP

comment content:

I am writing regarding the draft recommendations in the South East Lincolnshire Local Plan for Pinchbeck. I have been contacted by Pinchbeck Parish Council who are extremely concerned about the proposal for a cul-de-sac north of the Vernatts Drain connecting 4000 houses to Spalding Road. This would remove any obvious distinction between Spalding and Pinchbeck, leaving Pinchbeck lacking its own identity. Furthermore, Pinchbeck Parish Council has a long established policy of maintaining the green space between Pinchbeck and Spalding and has suggested development would be better suited adjacent to the village development boundary. I enclose a copy of the Parish Council's response to the Consultation, which, proud to represent Pinchbeck, I fully support. I sincerely hope you will reconsider your proposal for Pinchbeck.

Officer Comment:

Five potential housing sites were identified in and close to the Pinchbeck settlement boundary. These were Pin002, Pin008, Pin019, Pin021 and Pin034. Due to its location Pin053 is considered to be one of the potential housing sites for Spalding.

Officer Recommendation:

Pin002 and Pin019 are some of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation. Pin008, Pin021 and Pin034 are not some of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

ID1: 1085 comment\_author: Pinchbeck Parish Council

comment content:

Primary objections: A.

The proposal of a Cul-De-Sac north of the Vernatts connecting 4000 houses to Spalding Road is unsustainable development.

B. Pinchbeck Parish Councils well communicated policy of maintaining the last bits of green space between Pinchbeck and Spalding have been ignored with the majority of the land to be built on between the two settlements.

C. The process of preparing the local plan has not been conducted fairly as only the most recent iteration of the local plan has shown the Relief Road as a Cul-De-Sac, yet previous Joint Committee policy decisions and consultation data is being used to justify the Cul-De-Sac. Detailed concerns:

- 1) The Local Plan does not deliver a north to south connected Relief Road in the 20 year timeframe, only the unfunded possibility in an unspecified timeframe, whilst traffic created by the new houses will cause gridlock on Spalding Road.
- 2) The proposed 4000 house Cul-De-Sac is unsustainable development, and will be the creation of the largest Cul-De-Sac in Europe (the current record is at Foley Road in Newent), creating issues for all who access the development, in particular emergency services.
- 3) The Cul-De-Sac leads on to Spalding Road which is already heavily congested at peak times making it even more unsustainable, and damaging existing householders ability to use the road network unhindered by the traffic the new development will

Officer Comment:

Five potential housing sites were identified in and close to the Pinchbeck settlement boundary. These were Pin002, Pin008, Pin019, Pin021 and Pin034. Due to its location Pin053 is considered to be one of the potential housing sites for Spalding.

Officer Recommendation:

Pin002 and Pin019 are some of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation. Pin008, Pin021 and Pin034 are not some of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

create.

4) The 4000 houses north of the Vernatts are 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.

5) A cap on the number of houses to be accessed by the Cul-De-Sac has been suggested. This is not a workable solution as all of the houses will require planning permission before the developer pays for the road, meaning any cap will create a catch 22 situation that in turn will lead to public funding of the road as it has for the southern part of the Relief Road.

6) Pinchbeck Parish Council's long standing policy of maintaining the all of the remaining open land between Market Way and the Vernatts River has been ignored with Pin 45 connecting the two settlements.

7) This will create a conurbation that will adversely affect the residential amenity of the residents of Pinchbeck, and change the nature of the village from rural to urban sprawl.

8) The suggestion of some green patches between the Vernatts and Market Way whilst the majority of the land is built on does not address this concern.

9) The acknowledged viable option to avoid all of the above issues and build the 4000 houses on the A151 broad corridor has not been favoured as this land has not been promoted by a developer, only by willing land owners. We do not think this favouritism is justified.

10) The viable option of building on the A151 corridor can still deliver a section of the Relief Road, meaning this will meet with Lincolnshire County Council's strategic objective to deliver a Relief Road for Spalding with developer funding.

11) Pinchbeck has no allocation of preferred housing land despite sustainable sites right next to the village

boundary on existing roads and a requirement for 190 houses.

Recommended changes:

- A) Build the 4000 houses on the land surrounding the A151 Bourne Road, delivering this section of the Relief Road through developer funding meeting. This is logical as it will connect to the planned Relief Road in the south and on to the A16, allowing traffic to flow.
- B) Build the northern section of the Relief Road later (as is the proposal currently for the middle section of the Relief Road).
- C) Allocate some sustainable building land in Pinchbeck, adjacent to the village development boundary. Please make Pin 02, Pin 08, Pin 19, Pin 34, and Pin 53 preferred housing sites.

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ID1:	1086	comment_author:	Longstaffs
comment content:	Officer Comment:	Officer Recommendation:	
we very much support the proposal to include site Stm006. The site lies close to the sites of already designated 'Housing Commitment' and local transport and road infrastructure.	Support for the potential housing site is noted;	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: <ul style="list-style-type: none"><li>• 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;</li><li>• 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..</li></ul>	

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ID1: 1087 comment\_author: Longstaffs

comment content:

we very much support the proposal to include site Pin040 as a 'Potential Housing site'. However, as the site lies next to the sites designated as 'Preferred Housing sites', we request that site Pin040 is included in the same category, as a 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 of planning policy.

Officer Comment:

Support for potential housing sites Pin016, Pin020 and Pin040 is noted;

Officer Recommendation:

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.



# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1088 comment\_author: James Avery

## comment content:

Pinchbeck & Spalding Spalding and the District of South Holland continues to be successful in attracting business to the area, and this appears to be reflected in the Proposed Employment Area. In turn, this requires additional housing for employees and families. The current lack of a five year housing supply causes the District to continue to fall short in its delivery of housing supply vs demand. The area needs housing, and these houses will have to be built somewhere, and it makes sense to increase the existing larger settlements. Initial observations of the current proposed South East Lincolnshire local Plan (for Pinchbeck & Spalding) are that potential development is substantial, particularly to the north of the Vernatts. Would it be more appropriate to jointly develop north of the Vernatts and West of Spalding simultaneously to ensure phased housing is delivered, and that developer contributions, in conjunction with County Council funding, deliver a much needed, continuous South-West Relief road?

Note: Some of the plans available on the website <http://www.southeastlincslocalplan.org/> differ slightly from the printed plans made available to Pinchbeck Parish Council. Hopefully, comments made here make sense in terms of the references made. Development North of the Vernatts Currently plans do not appear to include a continuous South-West Relief road. Nor does there appear to be a commitment to funding this within a specific timeframe. If development were to be heavily focused north of the Vernatts I would have concerns about the lack of a continuously connected South West Relief road. The plan, in its current proposed form,

## Officer Comment:

Development to the North of the Vernatts Drain and to the west of Spalding would enable the construction of the SWRR to be completed. However, the "Objectively Assessed Housing Needs" for South Holland are not sufficient to enable all the land to be allocated.

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed. Planning applications will be subject to S106 agreements or Community Infrastructure Levy, if adopted.

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.

The comments regarding individual sites are noted.

## Officer Recommendation:

No change to the approach.

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

shows a corridor linking all of the Vernatts development to Spalding Road, Pinchbeck, in the location of Enterprise Way. Phased development must provide funding for this infrastructure. If such funding were not forthcoming from developers, the Local Authority must ensure continued development is prevented in this location. Long term development north of the Vernatts has potential for delivering substantially increased traffic movements in the location of Enterprise Way. This location already experiences issues with traffic management at key times of the day. I would be very interested to understand what traffic analysis has been conducted by Lincolnshire Highways at or close to this location, and what conclusions have been drawn for two potential outcomes; a partial link road, as it appears on current drawings, vs a continuous South West Relief road, and the impact such an increase would have on travel to all directions once arriving at Enterprise Way, for either outcome. A strong and well managed commitment will be required from developers to deliver road infrastructure early on within any phased development. Not after. The Plan should more clearly include the objective of preventing HGV traffic from using Knight Street, Rotten Row and Market Way to gain access to Westbound travel. I am mindful of the fact developers secure their income from building and selling houses rather than infrastructure i.e. Roads etc. We have seen many recent applications whereby developers promise significant infrastructure at outline stage, but cite viability issues at full planning stage and funding for infrastructure is subsequently allowed to lapse. The new Plan would need to ensure that all required infrastructure is clearly identified from the outset and, as specific development applications are presented, that funding for such infrastructure is appropriately and

contribute to the Council's five year supply of available housing land.

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

robustly conditioned, and that timeframe for delivery is included within the conditioning. This must include a continuous South West relief road. Currently there is insufficient capacity within the Spalding based Health and Education facilities for an additional 4000+ home population north of the Vernatts. Local Authorities with specific responsibility for Education and Health provision must be encouraged to fully engage with the South East Local Planning process to ensure plans are included for this substantially increased population. Again, where funding for such delivery is made possible from development the Local Authority must ensure these are clearly identified within developer plans, that such funding is clearly identified and secured from the developer, and that such infrastructure is delivered early on in any specific development. We must not allow developers to complete housing development without delivering agreed, and much needed, infrastructure.

With regard to specific development in locations Pin020, Pin040, Pin016, Pin031 and Pin045. This currently forms a buffer of green space clearly separating Pinchbeck from Spalding. It is unfortunate that Pinchbeck Parish Council does not own this land, thus preventing, or at least controlling future development. It would be unfortunate if this green space were to be ultimately fully developed as I believe this will be detrimental to Pinchbeck's identity. Development in these locations would also cause severe traffic issues should any road connection be considered onto Market Way and/or Pennytoft Lane. The Plan must resist any road connection to Market Way and Pennytoft Lane.

Pin008. I hope the plan will commit to protecting the

issues raised appear to be insoluble.

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.

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;

It is considered that site Pin054 is not one of the more

Conservation Area identified within Pinchbeck, and resist housing development at this location. Pin008 is clearly within the Conservation boundary (Policy 26), and outside the defined Settlement boundary (Policy 12, 19, 20 & 21). This site could be developed as green space.

Locations Pin053, Pin057, Pin054 & Pin 056, and similarly Pin026 & Pin060. These are all quite large scale sites and, although they are described as Potential Housing Sites the possibility must exist for them to be promoted to Preferred Housing Sites. It would be useful to know what road infrastructure would be necessary to ensure traffic is not routed into the centre of Pinchbeck, should these become preferred locations. Would also seek assurance that all development on land currently within the boundary of Pinchbeck, remains within the boundary of Pinchbeck, thus ensuring any precept goes to Pinchbeck Parish Council. Currently all the potentially developable zones north of the Vernatts to appear form part of merged Spalding

With regard to the main employment area of Pinchbeck/Spalding, currently boundaried by Wardentree Lane, Enterprise Way and Spalding Road, and Wardentree Lane in its entirety to the A16. Many businesses operate in these locations, some of which have wholly inadequate parking facilities for employees and visitors, with parking spreading onto roadsides and pavements. I would like to ensure further development in the Proposed Employment Area not only considers, but addresses the matter of parking, particularly when an element of traffic from the major development north of the Vernatts will elect to route through Enterprise Way and Wardentree Lane. Cycle Routes. Spalding and the surrounding area does not enjoy a high quality network of cycle routes protecting cyclists. We

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.

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.

have a golden opportunity here to deliver safe, well connected cycle and pedestrian routes. Please consider how this could be incorporated as a policy within the Plan in a joined up way, rather than leaving it to developers who might deliver on a piecemeal basis, or not at all. Green Space. Spalding in particular would benefit from additional green space. As planning applications come forward the Plan needs to ensure provision of good quality green space (for Pinchbeck and Spalding), and that it is located in appropriate locations giving easy access to the new residents. Again, it would be useful to see this become a policy within the Plan, rather than leaving it to developers. Car parking is currently considered sufficient for Spalding, but is becoming inadequate in Pinchbeck. Projected expansions in population will substantially increase the numbers of vehicles travelling into Spalding and Pinchbeck. Decisions will need to be taken based on sound analysis of such projections. James Avery “ District Councillor for Pinchbeck & Surfleet (SHDC)

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;

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.

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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1089 comment\_author: Longstaffs

## comment content:

we very much support the proposal to include site Pin020 as a 'Potential Housing site'. However, as the site lies next to the sites designated as 'Preferred Housing sites', we request that site Pin020 is included in the same category, as a 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 of planning policy.

## Officer Comment:

Support for potential housing sites Pin016, Pin020 and Pin040 is noted;

## Officer Recommendation:

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.



# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1090 comment\_author: Longstaffs

## comment content:

we very much support the proposal to include site Pin016 as a 'Potential Housing site'. However, as the site lies next to the sites designated as 'Preferred Housing sites', we request that site Pin016 is included in the same category, as a 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 of planning policy.

## Officer Comment:

Support for potential housing sites Pin016, Pin020 and Pin040 is noted;

## Officer Recommendation:

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.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1091 comment\_author: Cllr Sally Slade

comment\_content:

I am commenting on the plan for the whole of Spalding and also those for Pinchbeck and Surfleet. I have been to see the local plan exhibitions at both Pinchbeck and Surfleet. I have listened to residents' responses and to those of the planning officers, and I am disappointed by what I have seen. My concern is the proposal to build a large housing estate along the North side of the Vernatt's Drain between Pinchbeck and Spalding. I know that we need to provide for more housing and I know that we need, and want, a relief road to skirt round Spalding, and to take lorries away from the centre of Pinchbeck, but this plan does not reflect that desire. I feel that the relief road is not being shown as such, and until it is, we have a dead-end road into a housing estate. As shown, the road will bring thousands more cars on to the southern end of the Pinchbeck road and blight the route into town. I had hoped to see a road which would take the traffic out or round Spalding, and take the lorries to Bourne and to the A16, and away from Pinchbeck village. This is not shown here. I appreciate that this is an early phase of the plan, and that there may well yet be a route planned which connects the two parts of relief road shown here. I would have preferred the large housing development to be on the southern side of the town, where it would be near the new development at Lincs Gateway, as well as having easy access the A16 and thereby to Peterborough, Boston, the Deepings and Bourne.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

The South Eastern area, near the Lincs Gateway is sequentially inferior to this area in terms of flood risk.

Officer Recommendation:

No change to the approach is required.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1092 comment\_author: Maz Culy

## comment content:

I live in Pinchbeck and moved here because it is an independent village. Spalding as a whole cannot sustain 4000 more families. The 3 Dr's surgeries are so full it is almost impossible to get an appointment as it is, add to this Munro is still struggling to appoint full time GP's to work there mainly I would think because of the demanding work load and over stretched surgery. Yes I know progress states you have to move forward but I think Spalding and surrounding villages needs time to accommodate the influx of new homes/families we have had in the past 8 years or so. We need time for all the promises made then by the councils like shops, schools etc. along Woolram Wygate. Please please think before you give permission for the 4000 homes based purely on your budgets and meeting targets set before the towns and surrounding villagers needs .... this is Our homes. Our lives. Our future.

## Officer Comment:

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;

## Officer Recommendation:

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.

ID1: 1093 comment\_author: Longstaffs

comment content:

we very much support the proposal to include sites Mon 0011, and Mon 012 as Potential Housing sites. We would be pleased to receive further details of the proposed Phase 1 SWRR route, which is detailed on the Inset Map No 2, passing close to our clients land, in order that meaningful discussions can take place about best routing etc.

Officer Comment:

Support for the potential housing site is noted;

Officer Recommendation:

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.

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.

ID1: 1094 comment\_author: Longstaffs

comment content:

we support the proposal to include the site stm005 as a potential housing site.

Officer Comment:

Support for the potential housing site Stm005 is noted

Officer Recommendation:

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.

ID1: 1095 comment\_author: Longstaffs

comment content:

we support the proposal to include the site stm016 as a potential housing site.

Officer Comment:

The support for the potential housing site stm016 is noted

Officer Recommendation:

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.

ID1: 1096 comment\_author: Longstaffs

comment content:

we support the proposal to include the site stm015 as a potential housing site.

Officer Comment:

The support for the potential housing site stm015 is noted

Officer Recommendation:

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.

ID1: 1097 comment\_author: Longstaffs

comment content:

we support the proposal to include the site stm018 as a potential housing site.

Officer Comment:

The support for the potential housing site stm018 is noted

Officer Recommendation:

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.

ID1: 1098 comment\_author: Longstaffs

comment content:

we are very disappointed to find that site Pin 015, has been considered unsuitable in the SHLAA , and not selected as a Potential Housing site for the village. This is quite contrary to the SHLAA 2012 findings, when the site was considered suitable, and identified as developable with a 6-10 year timeframe. The site completes a form of development close to the village centre, and its development for housing will be a logical infill to the existing form development in the location, the filling in of former paddocks in the centre of villages, as routinely seen in rural villages, following which, the new housing and families living in the new homes will be able to further support local services. We have been in discussion with the Local Authority Highways department about highways concerns, and feel that a form of development which meets the requirements of that department can be achieved with careful design and planning. We consider the development of site Pin 015, is more suitable site than the large and potentially higher flood risk site adjacent to the River Glen site Pin 034, which has been identified as a suitable housing site. We are hopeful that you will reconsider the categorisation of the site, and subsequently include it as a Potential Housing site in the forthcoming review following this Public Consultation exercise.

Officer Comment:

The Local Plan is an iterative process; since the 2012 SHLAA new highways evidence identifies that the site is not considered suitable for residential development, therefore the classification in the 2016 SHLAA was changed. The SHLAA identifies that Pin015 is 'located adjacent to the existing built-up area (defined settlement limit). In August 2016 the Highways Authority confirms that plans have been submitted to access this site through the farmyard, and identifies that 'with additional footway provision, the proposal may be acceptable in highway terms'. Even though there may be a potential highways solution Pin015 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 Pin034, and are some of the least sequentially preferable sites in terms of flood risk in Pinchbeck.

Officer Recommendation:

Pin015 is not one of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

ID1: 1099 comment\_author: Longstaffs

comment content:

s we very much support the proposal to include site Stm 017 as a Potential Housing site , but hope the above points are considered fully by the forward planning team.

Officer Comment:

The support for the potential housing site stm017 is noted

Officer Recommendation:

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.

ID1: 1100 comment\_author: Ms S Payne

comment content:

May I point out that I live in Pinchbeck, not Spalding as the postal address implies. It was changed a few years ago, so that anytime it is looked up by a company that do telephone orders it misses out the Pinchbeck part of the address. Changing the address does not move Mill Green into Spalding catchment area, and does not give planners the right to say they are trying to protect the Pinchbeck/Spalding boundary line by giving the impression they are going to be building in Spalding and not Pinchbeck. I understand there is proposed possible building of new homes in Mill Green where I have lived for over 30 years. It is a peaceful rural farming area and should stay that way. These proposals are very unsettling, any house building will change the area drastically, the roads are not capable of taking extra traffic and it will change the whole persona of the area. The lanes around here are used by numerous people for Walking, jogging, cycling, horse riding and dog walking. There is plenty of wildlife to be seen including different species of birds which include Bam Owls, Kestrels, Buzzards and Little Egrets. Also to be seen are Mtmtjak deer, Red deer plus badgers, foxes, hares etc., which will all be affected by any building that takes place. It was also interesting to note that some land owing residents have already been approached to sell their land if needed for building. They are obviously rubbing their hands in glee and will no doubt move off to peaceful pastures new if their land is acquired, and leave the remainder of the home owners to put up with the mayhem.

I would like to know for whom these houses are being built, we are certainly being inundated with incomers,

Officer Comment:

The South East Lincolnshire Local Plan must provide sufficient land to meet its "Objectively Assessed Housing Needs". This is calculated from household projections arising from population data.

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

Officer Recommendation:

No change to the approach is required.

but I doubt that anyone would give me a truthful answer to that. There is also the prospect of the Spalding Western Relief road being built on the north side of the Vematts drain, that is also going to have a big impact on the countryside, and I understand that the building of this road depends on houses being built, it will utterly and completely ruin the area, and as for Lincolnshire County Council commenting that they will open up the river area for recreation, with lorries thundering down said road does not seem to be the best idea they have had. The Lincolnshire County Council representative at the consultation had no idea where Mill Green was situated, so had no idea of what impact the road would have on that area. They should at least have had the common decency to know about the area they wish to construct a road.

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ID1: 1101 comment\_author: Matrix Planning Ltd.

comment content:

MON001 SUPPORT GIVEN TO INCLUSION OF SITE Mon001 (site of M.J.L.Skipmaster Ltd, Bourne Road, Spalding) as a new housing site. Reasons are based on those reasons as already recorded in the SHLAA:

1. Low Flood Risk
2. The site is an industrial site which is likely to cause noise disturbance to the adjacent uses. Development of the site for housing will improve the residential character of the neighbourhood and provide additional land supply.
3. The development of the Spalding Western Relief Road - elsewhere - will provide new transport links and community facilities that will improve the accessibility of the site.
4. Redevelopment 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.
5. Waste water is reported by SHDC to have sufficient capacity for this site. The foul sewage network may require upgrading
6. The site may be contaminated but this will be readily addressed as part of the planning application process.

Officer Comment:

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;

Officer Recommendation:

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.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1102 comment\_author: Longstaffs

comment\_content:

we very much support the proposal to include site Pin 021. It is close to the village centre, and its development for housing will be a logical infill to the core village, and such new housing and families will be further able to support local services.

Officer Comment:

Support for the potential housing site is noted. Pin021 is within 330m of Pinchbeck village centre. 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.' However Pin021 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.

Officer Recommendation:

Pin021 is not one of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

ID1: 1103 comment\_author: Longstaffs

comment\_content:

we very much support the proposal to include site Pin 019. It completes a form of development close to the village centre, and its development for housing will be a logical infill to the linear frontage development in the location, as routinely seen in rural villages, following which, the new housing and families will be able to further support local services.

Officer Comment:

Support for Pin019 is noted. 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. The site is within 650m of Pinchbeck village centre. 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

Officer Recommendation:

Pin019 is one of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation.

ID1: 1104 comment\_author: Mr & Mrs E Woodcock

comment content:

Re Spalding Urban Extension. We would like to object to the proposed development in Pinchbeck. It is far too extensive for the amenities we have to be able to cope with, eg Dr, Dentist, Schools, Sewerage, roads etc. Getting into Spalding at certain times is a problem. You can start waiting at Wardentree Lane so building that amount of houses will put more pressure on the road, especially in that area. We need more houses but not on this scale. The land is good quality agricultural soil, we need food as well as houses. Spalding and Pinchbeck has had a lot of development in the last few years. You can only take so much. More and more heavy goods trains are now coming through Spalding which makes Woolram Wygate and Park Road crossings grid locked at times, another problem.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

Officer Recommendation:

No change to the approach is required.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1105

comment\_author: Mr Richard Ebbage

comment content:

Request for site classification review. This site, which is owned by my wife and I, was put forward in response to the SHLAA in 2011. It has been classified as Undevelopable the conclusion to the accompanying explanation of this is: Consequently, owing to the impact on open space provision the site is considered unsuitable for a housing site. We believe that this outcome is based on incomplete information, and request that the classification is reconsidered having taken into account the information and comments below. Summary of feedback: Marked on town plans as Playing Field it has not been used for this for over 30 years. Designated as Open Space the site has never been open and has always been enclosed by a fence, with gates locked. Contributes to fulfilling open space provision the site is on the periphery of the town and even if it were open would be of benefit to very few residents. Location as open space " the site is directly next to the banks of the Welland, as such it provides little if no added benefit in respect of open space. Present The site is in private ownership, it was acquired by us in May 2009 from Lincolnshire County Council following its sale by tender. Among the covenants included under the sale was: The purchaser will be responsible for the maintenance or the repair of the existing boundary fences. ... As such there is no access nor is there any public right of way to the land. To endorse this a dilapidated Trespassers will be prosecuted notice erected by LCC still remains on the western boundary. Since acquisition the field has been used as occasional grazing for horses. History:- The site was purchased by Lincolnshire County Council in 1963, the original purpose was believed to be for the location

Officer Comment:

The site will not be shown as openspace in the next version of the Local plan.

Officer Recommendation:

Remove the Open Space Designation form the Spalding inset map.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

of a new school. We have lived next to the site since 1989 (prior to this we had lived a short distance away on Aintree Drive since 1979). During these 37 years the site has been contained by a fence and locked gates. We have never witnessed it being used as a playing field. The grass was originally maintained (cut probably 2 to 3 times per year) but this maintenance dwindled away and none had been carried out for many years prior to us acquiring it.

ID1:	1106	comment_author:	Rosina Chattell		
comment content:	Ref proposed plan of housing between Spalding and Pinchbeck, only access into and out of settlement onto Spalding Road. This area is already congested due to traffic accessing the Johnston Community Hospital and Wardentree Lane Industrial Area, also at the junction with Wygate Road, especially at school times and people going to and from work.  Educational needs, service requirements “ particularly GP/dentist facilities, public transport requirements “ all require extensive considerations and complete and full investigations are required prior to progressing these plans. These plans will have considerable impact on the rural aspects of these areas and this number of dwellings will destroy these rural aspects which the current residents value greatly.	Officer Comment:	The amount of housing off Spalding Road will be restricted until a second access has been created onto the A151.  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;	Officer Recommendation:	No change to the approach is required.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1107

comment\_author:

Robert Doughty Consultancy Ltd

comment content:

we support the designation of land at Wardentree Lane as Proposed Main Employment and Existing Employment Areas. Our client's land at Elsom's Way and Wardentree Lane are subject to extant planning permissions H14-0709-14 and H14-0121-09. These sites are available for development and play a significant part of South East Lincolnshire's Employment Land Portfolio in Spalding. The Inset Map should be annotated with the relevant site reference numbers listed in Policy 7. Spalding and Pinchbeck are now shown on the same inset map. The settlement curtilage running from Spalding Road to Wardentree Lane should therefore be deleted as it is now superfluous. Clearly Spalding and Pinchbeck, from the point of view of planning policy, operate as a single built up area.

Officer Comment:

It is accepted that Policy 7 does not identify site areas, available land or site references. There are also some inconsistencies between the Local Plan and its supporting documents relating to references. Support for SP001 Wardentree Lane is welcome.

Officer Recommendation:

Add site areas and available land to Policy 7. Ensure references are consistent between the Local Plan, Policies Map and supporting documents. SP001 Wardentree Lane is one of the more suitable Potential Employment Sites in South Holland and it should be t

ID1:

1108

comment\_author:

Robert Doughty Consultancy Ltd

comment content:

The Inset Map should be revised to allocate a SUE as described in our comments to Policy 13. This would include the allocation of our clients land (PIN057) as part of the SUE. The current designation relies on a single landownership and does not take into account the role and function of the proposed SUE and the relationship between the development and the settlements of Pinchbeck and Spalding.

Officer Comment:

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;

Officer Recommendation:

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;

ID1:

1109

comment\_author:

Robert Doughty Consultancy Ltd

comment content:

The Inset Map should be revised to allocate Pin025 as a housing allocation. We note that the SHLAA concludes that the site is considered suitable for housing; an analysis that we support, although the conclusion has not been carried through to the draft Inset Map but included within the settlement boundary. As a redundant employment site on the Spalding Road, near the proposed junction with the proposed Spalding West Relief Road, the site is clearly in one of the most sustainable brownfield locations in the town. The redevelopment of this former business site will improve the amenity of this part of the South Holland, which with the Enterprise Park to the east and the proposed Urban Extension to the west, is clearly one of the most prominent development areas in the district. The site is also surrounded by existing or approved development on all sides as PIN11 benefits from an extant planning permission. Spalding and Pinchbeck are now shown on the same Inset Map. The settlement curtilage running from Spalding Road to Wardentree Lane should therefore be deleted as it is now superfluous. Clearly Spalding and Pinchbeck, from the point of view of planning policy, operate as a single build up area.

Officer Comment:

The support is welcomed.

Officer Recommendation:

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.

ID1:

1110

comment\_author:

Robert Doughty Consultancy Ltd

comment\_content:

We note that our client's land [Pin027], despite being accessible to the services in Pinchbeck and not leading to undue burdens on existing infrastructure, is discounted in the SHLAA, largely due to the potential impact on the Conservation Area and Otway House, which is a Listed Building, together with the impact on the open countryside. This assessment, however, assumes that the whole site is promoted for development, with a total capacity of 115 dwellings and a density of 20 dph. The development of the whole site, however, is not the aspiration. An indicative layout has been drawn up, showing the potential development of 15 dwellings on parts of the site to the north and south, with access in both cases being taken from the current access to Otway House and Otway Farm. This scheme takes account of the Conservation Area and Listed Building and seeks to minimise the impact on the open countryside. Preliminary discussions have begun with the Parish Council on this basis. We request that two areas of land (one of 1.61ha and the other of 1.48ha) are promoted as an allocation under Policy 12. To reflect the sensitivity of the setting the sites would accommodate low density developments, approximately 15 dwellings in total (with 7 or 8 dwellings on each site). Indicative layouts are attached to this submission to illustrate the proposal.

Officer Comment:

The site assessed in the SHLAA was that submitted for 5.7 ha. No evidence was submitted to indicate that only part of the site could be available for development. The SHDC Conservation Officer identifies that 'the northern site in particular is a highly sensitive site with regard to its impact on the setting of the listed church and conservation area. Any design proposal would need to be landscape-led; addressing the wider setting of the heritage assets is by no means straight forward. A very low density of development may work but this would need to be proven in respect of the setting considerations. This would require a combined analysis of the setting of a number of heritage assets; the church, the conservation area and the listed dwellings. From this initial assessment it would then be evident as to whether or not development could be successfully accommodated on the site'. The plans submitted do not address this requirement, and therefore it appears that addressing heritage concerns will not be straightforward.

Officer Recommendation:

Pin027 is not one of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

ID1: 1111 comment\_author: Paul and Hilary Williamson

comment content:

Whilst we feel it can reasonably be argued that Spalding needs a relief road, the present plans, whereby the road is to be funded by the housing developers, mean that the last thing Spalding is likely to get from the new road, as it is at present envisaged, is any relief from its existing traffic problems. Indeed, as far as the northern section of the new road is concerned, all it promises to do is make an already far too busy road into an even worse problem. What is needed, is to get some of the traffic out of Spalding, not to build up to 4000 new homes with, for the foreseeable future, only one exit for the (at a guess) at least 5000 cars they will bring with them. How can the proposed huge cul de sac ever be called part of a "relief road"? And who will ever fund the link between it and the A151 in from Bourne? If the road is to be built at all, then that link should be in place before a single house is built. What is needed is a link from the A151 as it approaches Spalding from Bourne, to the existing A1175 to the West of Spalding. A northern relief road serves no useful purpose that we can see. If the western/southern link were to be built, then any traffic wanting to go from Bourne to the Wardentree Lane/Enterprise Way businesses, could easily get there, and there would be no need at all for the northern part of the road. The only value for that, might be if there was a new bridge over the Vernatts Drain so that some of the traffic from the Woolram Wygate area could get to the Enterprise Way area, and onwards to Boston, without having to use the level crossings in Spalding. We have heard it said that Spalding needs the new bridge over the railway that the new road will bring, and indeed, a bridge or two (or an underpass) would

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

Officer Recommendation:

No change to the approach is required.

help a lot to alleviate the traffic congestion caused by the level crossings, if suitable places could be found to put them, but as far as this local plan is concerned, the only people who would benefit from the new railway bridge would be the inhabitants of the new homes.

What surveys have been done along the road from Pinchbeck into Spalding? Anyone who uses that road regularly will know that at certain times of day it can easily be queuing from the traffic lights at the end of Woolram Wygate, back to the turning for Enterprise Way, and at times, even further than that. In the other direction, when traffic is travelling north up the Pinchbeck Road in Spalding, it is often queuing from as far back as the entrances to the car parks near Sainsburys up to the Woolram Wygate traffic lights. Cars need to park somewhere, and if my guess of around 5000 more cars using the local roads is correct, then what extra provision for parking in Pinchbeck and Spalding is being considered? What extra schools, doctors' surgeries, dentists, shops, etc will be part of the plans? The practical considerations don't take into account the huge change in the area that the proposed development north of the Vernatts Drain will bring. As another commenter has also said, the area is used a lot by joggers, cyclists and dog walkers. It is also an area rich in wildlife. Biodiversity is vital to the health and well being of our countryside, and the many creatures living in the area all contribute in one way or another both to our quality of life, and to the eco system on which we all depend. The whole concept of such a major development in the area between Spalding and Pinchbeck seems to us to be flawed, and should either be drastically cut back, or abandoned completely.

ID1: 1112 comment\_author: Matrix Planning Ltd.

comment content:

SUPPORT FOR THE INCLUSION OF STM.002 INSIDE THE SETTLEMENT BOUNDARY. Land at Bridge House, Spalding Common, Spalding, PE11 3AU The land is owned by the Wilson family. The SHLAA identifies key reasons to include the site but expresses concern about flood risk. This can readily be mitigated by design, including increasing site levels as has been done immediately adjacent to the site and on numerous sites elsewhere in Spalding for areas with identical flood risk. We request you include the site inside the settlement boundary as:

1. The site is in a row of frontage dwellings with development in depth further to the north.
2. Access is large enough for an adopted road.
3. The absence of frontage footway can readily be remedied. The developer will pay for the footpath to link with the footpath on Spalding Common.
4. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. The adjacent site development will also provide new transport links and community facilities.
5. Waste water and the foul sewage network are reported by SHDC to have sufficient capacity for this site.

Officer Comment:

Support for this potential housing site is noted;

Officer Recommendation:

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.

ID1: 1113 comment\_author: Janine Twelftree

comment content:

1. I find the entire 'plan' utterly disgusting - it is completely despicable that secret discussions took place between council and landowners when 'assessing' land for development, and only upon publishing this 'plan' 'consultation' does any of that get made public, with the myriad agricultural fields already put on the maps as proposed for building on. I will reiterate the South Holland District Council's own rules - no agricultural field may be built upon for housing unless there is an associated agricultural need demonstrated, and IF approved exceptionally, then agricultural occupation restrictions must apply. I therefore DEMAND that every agricultural field which appears on these maps as proposed for development of any non-agricultural kind are immediately and permanently removed from the proposals, and that the various officers and supervisors which undertook the work towards publishing this Local Plan are sent for retraining, if not immediately disciplined. A public apology for these mistakes is in order. This must not happen again; please take steps to ensure, totally ensure, the complete and permanent safety of all our communities: NO FIELDS MAY BE BUILT UPON. All fields are for growing and/or grazing only. It has always been this way; these are the rules which SHDC themselves set, and which we are all made to adhere to; those rules must continue to be adhered to .

2. When you rewrite this Local Plan, there are certain fields which must never be built on for any reason, even for agricultural need. I am sure there there must be similar instances in other parts of the district, but for my own parish where I live, there are some fields between Spalding and Pinchbeck which must remain.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

The South East Lincolnshire Local Plan must provide sufficient land to meet its "Objectively Assessed Housing Needs". This is calculated from household projections arising from population data.

Officer Recommendation:

No change to the approach is required.

The current proposed 'plan' has these fields mapped as to be developed. This is not possible, as this would remove the current separation between Spalding town and Pinchbeck village. This has already been set in stone by our Pinchbeck Parish Council - no building on the land inbetween the Vernatts Drain and Market Way. Please ensure this situation is remedied; the fields must remain as fields, and there must be no building of any kind which allows Spalding and Pinchbeck to merge. I will repeat because this is a critical point: the fields currently separating Pinchbeck and Spalding must remain as successful separators in perpetuity; not for any reason must there be a joining-up. This is critical to preserve Pinchbeck as a village.

3. There has been no justification published that any of this expansion is necessary at all. South Holland is a rural area, an area of low population density because buildings and homes are few and far between. If land is allowed to be built upon, not only do we lose the fields but the population density would increase due to extra people being able to live in all the extra housing. If the extra housing is not here, then the extra people would go somewhere else, and the area would remain rural; simples. We can't have a situation where everywhere rural is allowed to become towns; surely you can see that.

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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1114 comment\_author: Hix & son

comment\_content:

have submitted a site for consideration as a housing site. It is located to the south of Stm018, north of Stm009 and west of Stm019.

Officer Comment:

This has been registered as Stm030 in the SHLAA

Officer Recommendation:

The site should not be taken forward as a Preferred Housing Site.

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ID1: 1115 comment\_author: Derek Tansley

comment\_content:

Road R1-R3 Where does this Road figure in past plans? It appears to go nowhere and is a culdesac.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

Officer Recommendation:

No change to the approach is required.

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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1116 comment\_author: Derek Tansley

comment content:

Pin 045, 053, 054, 056, 057, 059 Again these developments seem to favour owners of these lands and will bring closer integration of Pinchbeck to Spalding.

Officer Comment:

The comments are noted.

Officer Recommendation:

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.

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;

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.

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.

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;

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.
-

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1117 comment\_author: Derek Tansley

comment\_content:

The Optional alternative to build the 4000 houses on the A151 Bourne Road corridor seems to make more sense. This land has not been promoted by any outside developer.

Officer Comment:

The sites to the north of Bourne Road are shown as Preferred Sites for Development on the Spalding Inset map for the next consultation.

Officer Recommendation:

No change to the approach is required.

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ID1: 1118 comment\_author: Marilyn Tansley

comment\_content:

Road, R1-R2-R3 Do we need a cul-de-sac? It will cause a lot of traffic problems on the main Spalding/Pinchbeck Road.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

Officer Recommendation:

No change to the approach is required.

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ID1: 1119 comment\_author: Marilyn Tansley

comment content:

Pin 45, 53, 54, 56, 57, 59 These developments seem to favour the owners, not the public, bring more traffic to roads not built to take the volume of traffic, either vehicle or pedestrian.

Officer Comment:

The comments are noted.

Officer Recommendation:

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.

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;

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.

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:

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- 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.

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;

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.
-

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1120 comment\_author: Marilyn Tansley

comment content:

If a relief road is needed, it needs to join other roads, not be a culdesac. The A151 Bourne road would help this joining the Spalding Road.

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

Officer Recommendation:

No change to the approach is required.

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ID1: 1121 comment\_author: Marilyn Tansley

comment content:

Priority given to Pin 002, Pin 008, Pin 019, Pin 021, Pin 034 for preferred housing.

Officer Comment:

Five potential housing sites were identified in and close to the Pinchbeck settlement boundary. These were Pin002, Pin008, Pin019, Pin021 and Pin034.

Officer Recommendation:

Pin002 and Pin019 are some of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation. Pin008, Pin019 and Pin034 are not some of the more suitable Potential Housing Sites in Pinchbeck and

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1122 comment\_author: Cllr E Sneath

## comment content:

I have recently attended the local plan consultations at Pinchbeck and Surfleet and the numbers of residents attending shows how concerned and interested residents are about this consultation and their comments to me show deep disquiet mainly about the plans for Pinchbeck. My deep concerns lie in the suggested 4,000 houses North of the Vernatts in Pinchbeck. The proposed 'road to nowhere' that will feed to these houses is nonsensical, the 5 arm roundabout suggested on Pinchbeck road will make an already seriously congested road a nightmare to travel on without any suggestion of a continuously connected South west relief road. Surely it must make more sense to start development to the West of Spalding where there is already a lot of new housing and some infrastructure, or to put this massive development across the other side of the Town completely and build in the southern side of the town, the Clay Lake area. This would be near to the new road to Peterborough and the new industrial development at the Lincs Gateway and also use the bypass to allow access in to the Wardentree Lane industrial estate. Both of the areas above are on the right side of town for the secondary Schools which would mean less travel for pupils trying to cross Spalding from Pinchbeck Road and negate the need for new secondary Schools to be built and it would enable commuters to travel to Peterborough more easily. No new road would needed there which would mean the development would not be so developer led and driven. There is not any support for the proposed development to take place North of the Vernatts or any sense in doing so with the relief road being merely a suggestion and far from

## Officer Comment:

Five potential housing sites were identified in and close to the Pinchbeck settlement boundary. These were Pin002, Pin008, Pin019, Pin021 and Pin034. Due to its location Pin053 is considered to be one of the potential housing sites for Spalding.

## Officer Recommendation:

Pin002 and Pin019 are some of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation. Pin008, Pin021 and Pin034 are not some of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

deliverable and I am at a loss to understand how such an unpopular and unsustainable part of the plan can have reached this stage and have been included. It is obvious that Pinchbeck will need some development in the future and the preferred options of Pin 02, Pin 08, Pin 19, Pin 34 and Pin 53 would seem to be the most suitable and sustainable.

ID1: 1123 comment\_author: Mr and Mrs Goodley

comment\_content:

Time and money should be spent addressing the present traffic system in the Spalding town centre and its approaches before any expansion and development of the area is considered. The road into 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.

Considering the large increase of population in the proposed areas, definite plans should be made for the increase of services i.e. doctors, dentists, schools, police. We think that the route of the central section of the link road should be sorted out before any development begins to ensure that this will actually be possible.

Would a weight restriction be applied to the B1356 from the proposed link route to prevent heavy lorries using the road through Pinchbeck?

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

He issue of a weight limit is a matter for Lincolnshire county Council as highways Authority.

Officer Recommendation:

No change to the approach is required.

ID1:

1124

comment\_author:

Robert Doughty Consultancy Ltd

comment content:

Our client owns the land identified as PIN053 on the recent SHLAA and shown as a Potential Housing Site in the draft Local Plan. The site is assessed in the SHLAA under the chapter for Spalding, despite being in Pinchbeck Parish and adjacent to that settlement. In concluding that the site was suitable for development, 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. The site could, therefore, be brought forward as a freestanding allocation to help meet the needs of the area. Its ease of development would suggest that the site would be a first choice for an allocation adjacent to Pinchbeck. The site is also proposed for inclusion within the plan by Pinchbeck Parish Council in its formal response to this draft plan. Alternatively the site could be brought forward as part of a more comprehensive development scheme as part of the Sustainable Urban Extension to Spalding, a suggestion that is also identified in the SHLAA analysis. We would request that PIN053 is selected as the preferred allocation for housing, either as an allocation in its own right forming an extension to Pinchbeck, or, being incorporated in Phase 1 or the proposed Sustainable Urban extension to Spalding.

Officer Comment:

Support for potential housing site Pin053 is welcome;

Officer Recommendation:

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;

ID1: 1125 comment\_author: Nicholas Revill

comment content:

I am writing with regard to the new local plan and wish my comments to be taken into consideration. I find it amazing that a Local Authority could even contemplate a plan and a strategy for the future of their Town that they have so little control over. How can this be termed a Plan? It is not a plan it is a Pie in the Sky Dream and our area deserves more than dreaming. We need a coherent and deliverable way of finding and putting in place a solution to a housing crisis and a way of contributing to a thriving and sustainable Town Centre. Both go hand in hand. Land earmarked as Potential Housing Site on the South and South East of the Town is far more appropriate to build on than those designated as Preferred Housing Sites. The areas are straight onto trunk roads, and would serve to alleviate the current congestion and pressures on roads between Pinchbeck and Spalding that will be caused by any building in that area. They are also more convenient for local amenities. As I drive into Spalding from Peterborough or Stamford directions it seems a completely obvious choice. One that is easily accessed and above all achievable. One that can be brought to the Table quickly and without drama or Hope needed to attain the goals, and one that brings much needed quality housing to the area. We need to turn Spalding into a thriving Town and a sustainable Centre for commerce. I would therefore urge the council to reconsider their plans and make a choice that will see the Town progress and thrive. One with the vision to deliver what is needed now and quickly. The plan parts marked Potential Housing Sites are deliverable immediately, without congestion, without new roads involved. They are surrounded by the infrastructure

Officer Comment:

Some of the Potential Housing sites have a sequentially poorer flood risk than others, eg those in the Clay Lake area.

The comments about the use of the Coronation Channel are interesting but are unlikely to come forward without the incentive of other development.

The sequentially better sites are those to the North and west of Spalding where the SWRR is indicated.

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

Officer Recommendation:

No change to the approach is required.

required. The flood risk would also be similar to the area that is being termed Preferred. The Coronation channel is also a tremendous open space and amenity that people enjoy and could be made more use of. It is basically an area of Parkland that could be added to and form part of a leisure area that the Town could be proud of. An open space where a meaningful contribution to the Town could be incorporated. There could be a beach like the one at Rutland Water. Canoeing and boat launching, Picnic areas and proper cycle paths giving access to schools and other areas of the Town. Currently it is under used and not recognized for the potential that it could deliver to the People of the Town. It is a wonderful local amenity that is in place, available but underutilised. I would urge the Planners to reconsider their strategy to one that will deliver immediate impact to local housing needs and give a deliverable high number of homes in the area without detriment to Town Centre congestion. A vision for the town that can be brought into play quickly and effectively and make a contribution that can be seen in our lifetimes and not in the distant and unknown future. This is a chance for those in charge of our Town to make a difference. I urge them to take the opportunity and make Spalding a better place and not be swayed by the constraints of the past, but grasp what is there and deliverable now. It is important.

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ID1:

1126

comment\_author: Historic England

comment content:

Several housing sites are adjacent to Conservation Areas. There is also a large degree of development proposed adjacent to Pinchbeck, potentially impacting upon its character as a result of the scale of development. There is also large scale development proposed to the west of Spalding. These developments cumulatively have the potential to cause significant concern. Wykeham Chapel Scheduled Monument to the North East of Spalding is sensitive to further intrusion into its historic landscape setting. Although the extensions to the industrial allocation proposed are on the opposite side of a modern road and would be to a degree viewed against the power station, the development line would visually move towards the Chapel. As proposed, the development would bring a hard and high line against the bypass. There are further Scheduled Monuments (sub-surface cropmarks) to the South West of Spalding. These are an indicator of the wider archaeological sensitivity of the landscape, together with the nature of the fenland countryside having higher potential for preserved remains. Very close attention should be paid to archaeological advice and further assessment is required to determine the impact on the significance of heritage assets.

Officer Comment:

SHDC's Conservation Officer and LCC's Historic Environment Officer will undertake further assessment of all the sites identified through the SA process to ensure that the site selection process better reflects impacts upon the historic environment, including listed buildings, Conservation Areas, Scheduled Monuments, registered parks and gardens and buildings of Local Heritage Importance. This will include archaeological advice. The extension to the employment area has been granted outline planning permission so impacts upon the historic environment would have been considered through the planning application process for that site. There will be an additional opportunity to identify heritage impacts at reserved matters stage.

Officer Recommendation:

SHDC's Conservation Officer and LCC's Historic Environment Officer to undertake further assessment of all the sites identified through the SA process

ID1: 1127 comment\_author: Pegasus Planning Group

comment content:

Please find enclosed an Illustrative Masterplan for residential development on land to the east of Surfleet Road and south of Ten Acre Lane at Pinchbeck ( the Proposal Site ). It is submitted that the site should be proposed for allocation as a Preferred Housing Site under Policy 13 of the emerging Local Plan, and that the excluding the site from allocation would render the plan unsound because the site is more sustainable than identified reasonable alternatives within the settlement and the wider plan area. This submission is supported by the following enclosures: - Enclosure 1: Land East of Surfleet Road Pinchbeck " Illustrative Masterplan The remainder of this statement sets out the rationale for the promotion of the site as a Preferred Housing Site within the Local Plan. PROPOSAL SITE DETAILS The Proposal Site is identified by the red line set out on the enclosed Illustrative Masterplan. The site comprises a gross area of 13.34 hectares, roughly rectangular in shape, located between Ten Acre Lane to the north and the field boundary extending east of the rear of properties on Oldham Drive. The site is located in the northeast of Pinchbeck, to the east of the existing settlement boundary which follows Surfleet Road. Primary access is taken via an existing access road from Surfleet Road which serves the existing warehouses and commercial plant nursery on the site. The access road will require upgrading but is of a suitable width to provide two-way vehicular access and pedestrian access with services. The site also has the opportunity of a secondary access from Ten Acre Lane for emergency service vehicles. The site is previously developed consisting of various buildings and structures. Permanent greenhouses occupy the

Officer Comment:

This has been registered as Pin064 in the SHLAA.

The owners support for Pin064 is noted. The SHLAA confirms that the size of the site and its location is true. The Highways Authority identifies that 'the access to Pin064 appears to be the access to an established agricultural/horticultural business that presumably already accommodates both car and HGV movements. The visibility to the north is satisfactory but to the south appears to be below standards for this 50mph road. This is a substantial amount of residential development that is fairly remote from the centre of the village and the facilities and services therein. Also, there is no footway on the site to the site on that side of Surfleet Road. Access from Herdgate Lane would not be acceptable'. It appears that a satisfactory access could be achieved but this might not be as straightforward as for other sites. New development inevitably generates new vehicle movements; the Highways Authority have raised no objection to the potential impact additional vehicle movements from the Potential Housing Sites would generate in terms of congestion and highways safety. The SHLAA confirms the site is previously developed land and does not include agricultural land. It is acknowledged that many potential housing sites in Pinchbeck and Spalding are agricultural land. While it may be preferable to develop previously-developed sites, such sites should also be suitable in meeting Pinchbeck's housing needs. The NPPF states that 'local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be

Officer Recommendation:

Pin064 is not one of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as a Preferred Option Housing Allocation. Pin002 and Pin019 are some of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as preferred option housing allocations.

majority of the site area, along with a warehouse and various smaller sheds and offices. There are two reservoirs located at the northwest and southeast corners of the site. Along with a large proportion of the district the site is located within Flood Zone 3. However the detailed SFRA maps demonstrate that Actual Flood Depth on the majority of the site in 2115 equates to No Hazard. Small areas of 0-0.5m and 0.5-1m flood risk depth at 2115 encroach on the southern and eastern boundaries and the northwest corner of the site. The site constitutes previously developed land and its redevelopment for residential use would therefore not result in any loss of agricultural land, including Best and Most Versatile (BMV) agricultural land. **SITE CAPACITY & ILLUSTRATIVE MASTERPLAN** The accompanying Illustrative Masterplan sets out an indicative proposal for housing development on the site. The gross site area is 13.34 hectares and a net residential area of 8.7 hectares is anticipated. The scheme demonstrates that an attractive housing development can be delivered on the site with provision for public open space and a Sustainable Urban Drainage system utilising and remodelling the existing reservoirs to serve a joint purpose as attractive setting features. The existing access from Surfleet Road is proposed to be retained and upgraded for services and pedestrian access. A pedestrian and cycle access to the north of the site onto Ten Acre Lane is proposed which would also provide a secondary access for emergency service vehicles. Having regard to the existing scale and massing of built form on the site, the urban grain of Pinchbeck and the level of housing supply shortfall within the district, the site is considered to be suitable for medium to high residential density at an average of 40 dwellings-per-hectare. The site therefore has the capacity to contribute approximately 350 dwellings.

necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.' Therefore, the NPPF does not state that previously developed land should be maximised before agricultural land is used, rather it requires the impacts of loss of agricultural land to be assessed before a decision is made. Such impacts have been considered in identifying the potential housing allocations. Recognition that Pin002 is a sustainable previously developed site is welcome. Although the identification of single sites capable of accommodating large numbers of units can be positive, it can also increase the level of risk; if that scheme stalls and no other sites are identified the housing supply could stall. Furthermore, the provision of 350 dwellings significantly exceeds the level of housing considered appropriate for Pinchbeck. It is true that the majority of the Plan Area is within Flood Zone 3a but the Environment Agency identifies that 'although the NPPF (para 101) says that 'The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding' because large areas of the Boston and Spalding are at the same probability of flooding (i.e. land having a 1 in 100 annual probability of river flooding, or a 1 in 200 annual probability of sea (tidal) flooding) the LPAs have had to use the more refined information from the SFRA maps (i.e. the hazard maps), which show not only the probability of flooding but also the consequences of flooding, to decide which sites are sequentially preferable. The Local Plan identifies that an update to the South Holland SFRA was being undertaken in January 2016 therefore the most up to date flood risk data for certain settlements, including Pinchbeck was not available. Therefore, the sequential test for sites in Pinchbeck had not been undertaken fully in January 2016. The site is within Flood Zone 3a, flood hazard in

The Illustrative Masterplan demonstrates how the development could be laid out to create attractive neighbourhoods with active street frontages with an attractive setting comprised of public open space and landscaped edges to soften the transition between the settlement and open agricultural land to the east. The illustrative scheme demonstrates that the development of the site for housing would form a legible extension to Pinchbeck. Achieving a scheme which would make a positive contribution to the character of the settlement can be ensured in the design detail at a later stage. The SFRA excerpt set out in Figure 1 above shows the areas where actual projected flood depths encroach on the site. The Illustrative Masterplan shows that these areas will be occupied by boundary landscaping and incidental open space and (in the case of the northwest corner) SUDs balancing pond, locating all residential plots in the lowest flood risk No Hazard areas.

**HOUSING SUPPLY & OBJECTIVELY ASSESSED NEED** The NPPF (para. 47) requires local authorities to identify and update annually a supply of specific, deliverable sites to provide five years worth (plus 5%, or 20% in areas of prior under delivery) of housing against the housing requirement based on objectively assessed needs. In respect of South Holland District Council, the authority identifies an existing supply of 3 years (incorporating buffer) as of December 2015. For Boston the local planning authority identifies a 2.7 year supply. Existing policies for the supply of housing are therefore currently out-of-date and the relevant provisions of NPPF para. 14 apply. It is an urgent priority for the Joint Local Plan to identify sufficient specific, deliverable sites to provide a five year supply of housing land. Although the authorities acknowledge a current position of under-supply, it should be taken for granted that the Local Plan position on objectively assessed

2115 is classified as 'no hazard', and flood depth in 2115 is classified as 'no hazard'. Although the provision of a masterplan (or a FRA) may satisfy the Exception Test, the Exception Test should not be applied unless the Sequential Test is passed – and it is considered that for Pin064 it is not passed. Where the sites that are to be allocated are at a similar risk the Sustainability Appraisal helps justify the approach. It has been agreed with the Environment Agency that the sequential test would be applied by settlement and not across the Plan Area, Pin024 contributes to the Spalding housing target therefore in terms of the sequential approach to flood risk Pin024 would be assessed against other sites in Spalding. The provision of open space, sustainable drainage and pedestrian and cycle access on site is noted. The SHLAA identifies that 'its development would not have adverse impacts upon the character and appearance of the area'. The SHLAA identifies that Pin064 is capable of accommodating 262 dwellings at 20 to the hectare (the preferred density for sites in Pinchbeck). Taking into account the existing built form and the density of housing areas within Pinchbeck it is not accepted that 40 dwellings to the hectare would complement the existing built form. It is also considered that there are enough developable sites within Pinchbeck and elsewhere in the District to ensure that sites do not need to be developed at such a high density. Comments made relating to national policy and to the 5 year supply as at December 2015 are not disputed. It is not accepted that the identified existing supply is not accurate; an update to the Objectively Assessed Need has been undertaken which confirms that the need for South Holland and the Plan Area overall is appropriate. The relevant policy and supporting evidence will be available for comment during the consultation for the Publication Draft, and at

housing need is accurate. It is possible that the actual shortfall against the five year supply is greater “ particularly as the authorities position on objectively assessed needs appears to be based heavily on household projections. All relevant evidence on this matter should be fully tested in the course of the Local Plan consultation process and the Examination in Public. We reserve the right to submit evidence in relation to the objectively assessed housing need for the Joint Strategic Plan area in connection with the proposed allocation at a later date. It is noted that Policy 11 of the emerging Local Plan proposes a requirement of 10,750 new dwellings for South Holland District at a rate of 430 dwellings per annum.

REASONABLE ALTERNATIVES: HOUSING SITES - PINCHBECK

The Local Plan Housing Paper “ Pinchbeck sets out a residual requirement of 118 dwellings for the settlement of Pinchbeck. Having regard to the dependency of Preferred Housing Sites in Spalding on the delivery of the Spalding Western Relief Road (and the timeframe for its delivery as discussed below) this figure may need to be substantially higher. In any case the Local Plan identifies the potential for 247 dwellings from the following sites: i, Pin034 “ Land West of Gallery Walk i, Pin021 “ Land East of Gallery Walk i, Pin019 “ Land East of Surfleet Road (adjacent to the Proposal Site) i, Pin008 “ Land East of Church Street i, Pin002 “ Land North of Market Way

The NPPF states that for a Local Plan to be found sound it must be positively prepared, justified on proportionate evidence (when considered against the reasonable alternatives), effective and consistent with national policy (para. 182). The presumption in favour of sustainable development is at the heart of national policy and the Proposal Site should be proposed for allocation unless more sustainable sites are capable of meeting the

Examination should the Inspector wish to discuss the issue further. Should comments be submitted these will be assessed at that time. 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 was increased in July 2016 to 240 dwellings over the plan period which recognises the services and facilities Pinchbeck provides and should help sustain those in the future, but providing for housing significantly above this level is likely to have an adverse impact on such facilities so would not be appropriate. The January 2016 consultation identified more sites than required to ensure stakeholders and residents were able to fully comment on all reasonable alternatives. The intention was not to allocate all the sites. The Sustainability Appraisal scores site Pin064 with two/13 positive (green) impacts being recorded relating to landscape character and air, water and soil quality, and two negative impacts relating to housing delivery and health and well-being. The proposed housing allocations score better in the Sustainability Appraisal: Pin002: three/13 positive (green) impacts and one negative impact; Pin019: four/13 positive (green) impacts and 2 negative impacts; Pin062: four/13 positive (green) impacts and 1 negative impact; Pin065: three/13 positive (green) impacts and 2 negative impacts. Therefore, it is not accepted that Pin064 is more sustainable than the Preferred Housing Sites. Although there could be some design and access benefits to developing Pin019 and Pin064, this would significantly exceed the dwelling target for Pinchbeck

objectively assessed need for housing in full. Previously Developed Land NPPF para. 17 encourages the reuse of previously developed land. The proposal site should be more sustainable in this respect than any of the other sites for medium to large scale housing currently considered for Pinchbeck in the draft Local Plan with the exception of site Pin002 which similarly would involve the redevelopment of a nursery (26 units). The site is therefore more sustainable in this respect and should be allocated in preference to greenfield sites “ particularly given its potential contribution of approximately 350 units to the housing supply requirement through a single deliverable site.

**Flood Risk** The detailed SFRA maps for Spalding and Pinchbeck setting out the projected Actual Flood Depths for 2115 provide a breakdown of the level of flood risk within Flood Zone 3, which covers the majority of the district. In respect of plan making, the NPPF requires local planning authorities to adopt a sequential approach and locate development in locations with the lowest probability of flooding (para. 101). Among the Potential Housing Sites within Pinchbeck, only the Proposal Site and sites Pin008 (13 units) and Pin019 (34 units) are located within the lowest identified flood risk area ( No Hazard ). Other sites in Pinchbeck (and the major Preferred Housing Site at Spalding “ Pin024) are subject to higher levels of flood risk and should not be considered for allocation before development has first been directed to the lowest risk areas including the Proposal Site.

**Access & Highways** The Proposal Site benefits from direct existing access onto Surfleet Road, which forms part of the B1356 connecting Spalding to settlements in the north. New vehicle movements resulting from the development of the site for housing would route directly onto the B1356 and would not route through existing residential areas where there

and would not be appropriate. It is expected that Pin019, as with any other sites should be capable of delivering appropriate developer contributions on its own to help mitigate any adverse impacts identified.

would be potential for congestion and highways safety issues. Other Potential Housing Sites within Pinchbeck (with the exception of adjacent site Pin019 and site Pin008) would result in new vehicle movements routing through existing residential areas. Loss of Agricultural Land The majority of sites identified as Potential Housing Sites in Pinchbeck and Spalding also consist of Grade 1 Agricultural Land “ Best and Most Versatile agricultural land of the highest quality. The Proposal Site does not involve the loss of agricultural land. While it must be acknowledged given the consistently high quality of agricultural land within the Joint Plan Area that Grade 1 Agricultural Land will need to be developed in order to meet the housing supply requirement, such sites should not be considered before the development of previously developed sites such as the Proposal Site has been maximised. This sequential approach is required by NPPF para. 112 and the Local Plan will be unsound if it is not prepared consistently with that policy. Reciprocity with Potential Housing Site Pin019 The promotion of the Proposal Site alongside Potential Housing Site Pin019 would be mutually beneficial in terms of the planning gain from the two sites. In particular the development of both sites would provide a more coherent urban grain and legible extension to the existing settlement, and access could be run through from the Proposal Site avoiding the need for a new vehicular access onto Surfleet Road.

**DELIVERY OF HOUSING REQUIREMENT - SPALDING** The Spalding Western Relief Road is a major infrastructure priority for the Joint Plan Area and its delivery through the strategic location of housing development to the north west of Spalding is likely to be an overriding consideration. However in our view the current Local Plan is over-optimistic regarding timescales for delivery of the SWRR and housing land to the west of the

railway line which it is required to service. Having regard to the strategy proposed by the local planning authorities in the Strategy for the Delivery of a Further Phase of the Spalding Western Relief Road and Major Housing Growth in Spalding document, it is noted that a significant proportion of the housing supply requirement for South Holland is proposed to be facilitated by the delivery of Phase 2 the Spalding Western Relief Road. No timescales for this project are indicated in the document. While the SWRR is acknowledged to be an essential infrastructure project for the district, there is substantial doubt as to whether this major infrastructure can be delivered in time for dependant sites to contribute towards the housing supply in the first five years of the Local Plan period. In light of this, we consider that the local planning authorities must seek to maximise the allocation and development of sites outside of the SWRR dependant area at the current time and through the preparation of the Local Plan.

SUMMARY The assessment provided above has demonstrated that the Proposal Site represents a highly sustainable site for housing development, capable of making a contribution of approximately 350 dwellings toward the existing housing supply shortfall. It is evident that the site is more sustainable than and should be considered sequentially preferable to (in respect of agricultural land, flood risk and previously developed land) other reasonable alternatives both at Pinchbeck and across the district. For the reasons set out in this submission we strongly recommend that the Proposal Site is proposed for allocation as a Preferred Housing Site in the next iteration of the emerging Local Plan. We consider that it is highly likely that the Local Plan would be found unsound in this respect if the Proposal Site were not proposed for allocation in

preference to those less sustainable sites.

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ID1:	1128	comment_author:	Vinci Mouchel Ltd
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comment_content:
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Spalding Pode Hole Highways Depot this a fully operational highways depot. It is a long narrow site with restricted access, in the event of closure it may offer some potential for housing and employment uses, its site area is about 1.3ha. Neighbouring have been identified as potential housing in the Draft for Public Consultation SELLP and as such it is felt that the site offers potential for residential development in the future.

Officer Comment:
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This has been registered as Mon022 in the SHLAA

Officer Recommendation:
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The site should not be taken forward as a Preferred Housing Site.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1129 comment\_author: Dr E Stewart

## comment content:

Having viewed the plan as it relates to my own area, Spalding, Weston, Weston Hills and Moulton, I think most of the residential developments are well situated, with the notable exceptions to which I am adding comments on the Planning website for each application. Unfortunately, although many locations are good, in some areas it seems as though the density in a number of the applications is too high, both for the attractiveness of the villages and for the ability of the local infrastructure to cope. Infrastructure for essential services should be considered alongside the new housing, as otherwise our villages will not be able to cope. Our doctors' surgeries are at bursting point and we desperately need new facilities even with current numbers. I cannot see any indication that this problem has been considered, or possible new locations for these surgeries suggested. Traffic is also a problem in the villages, and thought must be given to decreasing the density of some applications so that it does not become severe. Traffic fatalities must not be allowed to occur because of flaws in the planning procedures. Water run-off and sewage problems must also be addressed, because already there are problems in these areas. Without such details, and going from housing plans and businesses alone, it is very difficult to see what the overall effect on our communities is going to be. Finally, has anyone given any thought to who will provide the funds for the additional surgeries, schools, road improvements and other vital services such as care homes and day centres? Again, all of this needs to be taken into account before these plans are finally approved or rejected.

## Officer Comment:

The Local Plan will be supported by an Infrastructure delivery Plan which will demonstrate how arising infrastructure needs will be met and funded. This will examine the requirements of the school and doctor's surgery along with other infrastructure providers.

## Officer Recommendation:

No change in approach is required.

ID1: 1130 comment\_author: Longstaffs

comment content:

we are disappointed to see that the proposals for Potential Housing sites have not includes sites Pin 018, 046, 048, and 049. We consider sites Pin 018, Pin 046 and Pin 048, form a logical infill of the north west quadrant of the village that has footpaths and is closely linked to the village centre. Its development for housing will be a logical infill to the development already in the location, following which, the dwelling occupiers will be able to further support local services. Similarly, site Pin 049 has not been considered suitable. It is partly a brownfield site, and has access to Surfleet Road, via a good access. It is close to the existing village centre and services. We consider it would be a very suitable additional site for consideration as a Potential housing site for the village if further site allocations are deemed necessary, to meet the housing need. We look forward to receiving an acknowledgment of this response, and to receiving a copy of any revisions to the Settlement proposals in due course.

Officer Comment:

The SHLAA identifies that Pin018, Pin046 and Pin048 are 'located within the existing built-up area (defined settlement limit) of Pinchbeck and Pin049 is 'adjacent to the built-up area (defined settlement limit). The Highways Authority identifies that for Pin048 'the roads around this part of Pinchbeck are narrow and many plots are not appropriate, therefore support cannot be given for this proposal'; for Pin046 'the narrow carriageway and lack of footways on Milestone Lane indicate against any significant residential development in the area', however the development of frontage plots may be acceptable. The site is only able to accommodate 4 dwellings at 20dph so the SHLAA concluded Pin046 should not be allocated as it is below the threshold for allocations; and for Pin049 'the access onto Surfleet Road is fairly narrow and the radii for the junction are likely to affect neighbouring land. An alternative access on Horsepit Lane would also be unacceptable because there are pinch points between existing dwellings, that could only be resolved with purchasing land from third parties. The character of the lane would change significantly.' It therefore appears that a straightforward, satisfactory access would be difficult to achieve for these sites. Pin018 is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for all', and flood depth in 2115 is classified as '0.5-1m', so is not as sequentially preferable as other potential housing sites in Pinchbeck.

Officer Recommendation:

Pin018, Pin046, Pin048 and Pin049 are not some of the more suitable Potential Housing Sites in Pinchbeck and should not be taken forward as Preferred Option Housing Allocations.

ID1: 1131 comment\_author: Longstaffs

comment content:

the 2014 SHMA had previously indicated housing numbers of 560 dpa for the South Holland area), and clearly the position is ever changing, particularly considering current immigration increases in the District. However we have noted the prioritisation of the suggested development of land in the north west quadrant of Spalding, and consider that the South East Lincolnshire Forward Planning team, appear to be concentrating all their efforts to open up an additional area for housing development, north/west of The Vernatts/Joint Railway Line. There is also extensive development consented already in the south west sector. Because we believe that most of the proposed Preferred housing site land, and the already consented Housing commitment land, is either under the control or influence of so few hands, we do not consider that it is in the best interest of planning policy generally, other house builders and land owners, that so much of what is being done, is within the control of so few. We believe that this is potentially contrary to Government Policy where there are directions to encourage a wider choice. We therefore see that the site, together with adjacent sites, could and should be opened up at an earlier opportunity for potential development to run parallel with, and as another opportunity for third party developers (other than those who are so centrally involved already in so much of the land on the South west of Spalding) to have a potential to provide housing development in the Spalding district, and leave the area to the North West as farmland. By concentrating so much focus on development of an area controlled by so few on the west side of the town, depends on the motivation and ability of those developers to move

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

We are updating the Strategic Flood Risk Assessment for South Holland District. Evidence we have at present suggests the South East Quadrant is less preferable in respect of the sequential test.

Other sites to the south of the Vernatts Drain and adjacent Horseshoe Road are being put forward as Preferred Sites for development.

Officer Recommendation:

No change to the approach is required.

things forward to achieve what the South East Lincolnshire Planning members have identified as being the desired road improvement for the west side of Spalding, The progress of the desired Spalding South Western Relief Road, is dependent on too few a number of land owners/developers, and Spalding could fall into the undesired position of having lots of land allocated, but no meaningful development. In terms of the relief road, if the southern phase is built, from Spalding Common through to Horseshoe Road, it would do a lot to improve the traffic congestion in the town, and by limiting the Relief road to this section, making traffic use the southern route out of the town, to travel south as well as north, would be a relief to Spalding, and achieve deliverability of housing ahead of the alternative Full relief road taking possibly 30-50 years to materialise. The allocation of Preferred housing sites as proposed in the Inset Maps - north/west of The Vernatts/Joint Railway Line, is clearly taking development into a completely different area which has always been resisted in the past, for the reasons of reducing the segregation/separation between Spalding and Pinchbeck, and with the allocations already committed to the south west of Spalding, opening up this additional tranche is not necessary. Those allocations south west of Spalding should and could fund the new link from Spalding Road through to the Monkshouse Lane area without the need to open up another area of development into open countryside “ going west and south west of Spalding in this area is sensible “ going north and west of The Vernatts/Joint Railway Line into open countryside is not. We put forward the proposal that there should be a further allocation of areas of Preferred Housing sites to offer the opportunity and choice for developers, and indeed end users, and to

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further the aspirations of allocation and numbers in the Spalding district being achieved, which is not by any means guaranteed under the present prioritisation of development opportunities.

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ID1:	1132	comment_author:	Longstaffs
comment_content:	Officer Comment:	Officer Recommendation:	
<p>Overall, on behalf of our clients, we would like to suggest that the planning team consider a proposal to include the site as a Potential Housing site. We note that the site is close to sites of Housing Commitment, and we consider the development of other smaller, well located sites, apart from those areas already designated as Preferred housing sites, will be a benefit to the town. We consider this site is well positioned to deliver new housing required for the town. We would be pleased to receive further details of the proposed Phase 1 SWRR route, which is detailed on the Inset Map No 2, passing close to our clients land, in order that meaningful discussions can take place about best routing etc.</p>	<p>This has been registered as Mon023 in the SHLAA</p>	<p>The site should not be taken forward as a Preferred Housing Site.</p>	

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ID1: 1133 comment\_author: South Holland IDB

comment content:

As you are aware, the Board have in recent years undertaken a programme of hydrological modelling across the whole of its district. We have drainage concerns at the following locations within the local plan: Sites Stm005, 009, 015, 016, 017, 018, 019, 021 “ this area will need an improvement in the drainage standard if it is to be developed. This may go as far as needing a new pumping station to be constructed to achieve acceptable water levels.

Officer Comment:

The comments are noted.

Officer Recommendation:

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.

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.

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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1134 comment\_author: Mr Peter Sanders

## comment content:

I am strongly opposed to your proposal to put 4000 houses in Pinchbeck to finance the first portion of what is intended to be a western relief Road for Spalding without any idea and timescale for it to be connected to any road other than the B1356 Spalding Road. At the Pinchbeck Consultation I was told by one of the officials that a large roundabout is required here to deal with the level of traffic from these houses plus the existing vehicles commuting to Spalding together with vehicles from Spalding going to The Wardentree Industrial Estate and the A16. As the traffic already backs up to the junction of Enterprise Way it is very clear that the road system beyond will not be able to cope with the extra vehicles which will exceed an extra 4000 vehicles while there is not a south western outlet from the development as well. Previous plans showed these 4000 homes out near Pode Hole and paying for the western Bypass from Enterprise Way to Bourne Road. Without that outlet this number of homes will cause serious congestion. This plan may please the developer but will cause problems to the residents of Pinchbeck and to those on this side of Spalding. Any Western bypass running from the end of Enterprise Way should be the Northern Boundary of Spalding. Any housing north of this will turn Pinchbeck into a suburb of the Town without a clear gap between the two. The SWRR would indeed improve traffic considerably but this plan does not go even halfway to completing it and will in the meantime make the road situation much worse To meet my concerns the SWRR needs to be the Northern boundary of Spalding with a clear gap to Pinchbeck, and no development in this area should be allowed until realistic plans for the SWRR to at least Bourne Road are

## Officer Comment:

In considering how the phases of the SWRR are delivered in this plan period will be subject to master planning and highway design work and the exact outcomes of this work are not known at present. However 4000 homes are no longer being proposed in this location for the Plan period and development of land outside the Plan period will be managed with the delivery of the road. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

## Officer Recommendation:

No change to the approach is reequired.

in place. Pinchbeck is a thriving Village and wants to remain clearly separated from Spalding.

ID1: 1135 comment\_author: Longstaffs

comment\_content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 013, as a Potential Housing site . We note that the site is close to sites of Housing Commitment , and we consider the development of other well located sites, apart from those areas already designated as Preferred housing sites , will be a benefit to the town. We consider this site is well positioned to deliver new housing required for the town. We would be pleased to receive further details of the proposed Phase 1 SWRR route, which is detailed on the Inset Map No 2, passing close to our clients land, in order that meaningful discussions can take place about best routing etc.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.

ID1: 1136 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 017, as a Potential Housing site . The site is served by good transport infrastructure and services, and we hope in the light of the above comments and suggestions, that this area of Spalding can be brought forward and delivered for housing development ahead of the suggested Preferred housing sites .

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.

ID1: 1137 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include sites Mon 004, 014, and 015, as Potential Housing sites . The sites are served by good transport infrastructure and services, and we hope in the light of the above comments and suggestions, that this area of Spalding can be brought forward and delivered for housing development ahead of the suggested Preferred housing sites . We look forward to receiving an acknowledgment of this response, and to receiving a copy of the revisions to the Local Plan proposals in due course.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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 te.

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.

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.
-

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1138 comment\_author: Longstaffs

## comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 019, as a Potential Housing site , and we hope in the light of the above comments and suggestions, that this area of the town can be brought forward and delivered for housing development ahead of the suggested Preferred housing sites ,

## Officer Comment:

The support for the potential housing site is noted

## Officer Recommendation:

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.
-

ID1: 1139 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 008 and Mon 016, as Potential Housing sites . We note that the site is close to sites of Housing Commitment , and we consider the development of other well located sites, apart from those areas already designated as Preferred housing sites , will be a benefit to the town. We consider these sites are well positioned to deliver new housing required for the town.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.

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.
-

ID1: 1141 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Stm 004, as a Potential Housing site . The site lies close to the sites of already designated Housing Commitment , and local transport and road infrastructure. Development of smaller, well located satellite sites, apart from those areas already designated as Preferred housing sites , will be a benefit to the town, and we consider this site is well positioned to deliver new housing required for the town.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.

ID1: 1142 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 005, as a Potential Housing site . We would be pleased to receive further details of the proposed Phase 1 SWRR route, which is detailed on the Inset Map No 2, passing close to our clients land, in order that meaningful discussions can take place about best routing etc.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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;

ID1: 1143 comment\_author: Longstaffs

comment content:

Overall, on behalf of our clients, we very much support the proposal to include site Mon 010, as a Potential Housing site . We note that the site is close to sites of Housing Commitment , and we consider the development of other smaller, well located sites, apart from those areas already designated as Preferred housing sites , will be a benefit to the town. We consider this site is well positioned to deliver new housing required for the town. We would be pleased to receive further details of the proposed Phase 1 SWRR route, which is detailed on the Inset Map No 2, passing close to our clients land, in order that meaningful discussions can take place about best routing etc.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.

ID1: 1144 comment\_author: Cushman and Wakefield

comment content:

The Flamingo Flowers site in Low Fulney is shown on the proposals map as falling outside a defined settlement boundary and designated as Countryside. We object to this designation as it does not reflect the level of development, the long established use of the site dating back to the 1990s and the level of activity at this site especially with regards to the number of employees which (including agency staff) is in excess of 550. The site seems to fall between the arbitrary definitions as established Employment Land Technical Paper 2016. However, given that the site is clearly not Countryside and its significance as a local employer, it should have a designation to reflect this to ensure future growth is not restricted. The strict parameters for Employment Land as established in the Technical Paper were not subject to consultation and, as such, no previous opportunity has been provided to raise representation with regards to this issue. It is suggested that the site would be best suited to be classified as either a Main Employment Site or a Specific Occupier Site and the parameters of these allocations should be altered to include this site. Alternatively, a new category could be created to recognise and specifically encourage employment land within the countryside on sites such as this.

Officer Comment:

The Local Plan has identified Specific Occupier Sites and Policy 10 relates to agricultural diversification. However it is accepted that a more robust approach to employment sites in the countryside should be provided, consistent with the NPPF. It is impracticable for the Local Plan to identify all existing employment sites on the Policies Map. As such, those identified by Policy 7 should in general be within 400m of a higher tier settlement to provide consistency with the Local Plan's spatial strategy and be within an acceptable walking/cycling distance of the settlement boundary and its homes, shops and other facilities. However, the approach to other employment sites needs to be clarified to provide businesses with confidence to stay in the area, expand and grow.

Officer Recommendation:

SP039 Flamingo Flowers is not one of the more suitable Potential Employment Sites in South Holland and it should not be taken forward as a Preferred Option Employment Allocation. Amend Policy 7 to ensure compliance with the NPPF relating to employment outside of allocated or protected areas.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1: 1145 comment\_author: Mr S Robinson

comment content:

Spalding-A town in which people liked to live has now become a place where the local indiginous population, young or old, view it as an overcrowded, litter ridden, unpleasant dump.

Officer Comment:

The South East Lincolnshire Local Plan must provide sufficient land to meet its "Objectively Assessed Housing Needs". This is calculated from household projections arising from population data. It will also contain Development Management and Design policies to assess planning applications against.

The issue of litter is not a planning issue.

Officer Recommendation:

No change to the approach is required.

ID1: 1146 comment\_author: James Johnson

comment content:

Firstly the whole scheme put forward appears to rely totally on the delivery of the Western relief road. I get the impression that the draft local plan is the best the planning team could put together with what has been put to them rather than what is ideal for Spalding. Even the planners I spoke to didn't seem convinced that the relief road could be delivered, and were hoping rather than predicting. The fact the road has to wiggle around a small parcel of land at the Spalding common connection as a small parcel of land has not been taken on by the developer seems it has not been totally thought through. The fact they need the developer to help fund the relief road, so in that case they permit the developer to build more houses around the road, just to get the road built to serve the houses that are built, but eventually when or if its completed will act as a relief road in 30 or more years was not convincing. Hearing the figures of the road cost, £ 6million for one bridge, 2 required,. Rough cost £100 million for road would take up any developers profit. The Western relief road will not be a relief to Spalding until it is completed from Spalding common to Pinchbeck road. Surely the road should be completed as a priority before any development takes place in the area around the relief road, otherwise all it will do will just deliver more traffic onto the already congested Pinchbeck road from the dwellings planned, until the road is completed, which according to the document may or may not be 30 years. The construction of the Spalding common section of the western relief road first would make more sense although it is further from the town centre. It has been suggested that Construction of the road around the A151 should commence before joining

Officer Comment:

The 8 Stm sites are sequentially poorer from a flood risk point of view and have there own highway issues and as a consequence are not likely to be a Preferred Housing Sites.

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

Officer Recommendation:

No change to the approach is required.

Pinchbeck road however this would only add more congestion to Hawthorn Bank and Winsover road, which along with the predicted increase in rail traffic would only add to the chaotic traffic situation experienced. A solution would be to permit development in the south eastern region of Spalding between the existing bypass A16 and Cowbit road, Clay lake, until the Western relief road is completed. Development in this area makes more sense as not only is there direct access to the bypass to Peterborough and Boston, Cowbit road, Clay lake, it is in close proximity to primary, secondary schools, doctors, amenities and the town centre. Looking at the map of Spalding this is an obvious area for development that has been overlooked in favour of the north western side. It has been put forward by landowners, and is the region stm 5, 9, 15, 16, 17, 18, 19 and 21. Forming a large area that has many advantages over what is preferred. Land in the south eastern area is already connected to the A16. Admittedly it does not deliver the western relief road, but it does deliver no effect on congestion to the town centre and does not rely on expensive infra structure, even question the need for a western relief road if more development is located in this region. The Western relief road appears to serve the development rather than ease congestion. Surely the traffic on Pinchbeck road is mainly people heading to the town to work, shop or get to schools. If you were heading to Peterborough you would try and get on the A16 as soon as possible via Wardentree lane rather than head through town. Exactly how many people need to get from Pinchbeck road to Spalding common or Bourne road? The route to Boston and Peterborough is used more. Question the location and provision of schools, doctors, dentists in the plans. Secondary schools are not close to the preferred development

sites. To get to the schools require more additional car journeys, and crossing rail lines adding to congestion. The land in the Clay Lake area is in close proximity to the primary and secondary schools, with cycle tracks and pavements and a short distance to the town centre. With added bus routes the area would be well connected, without the need for expensive infrastructure. Including land in the South eastern area may allow individual and smaller developers the chance of building to a different plan and style rather than being controlled by one or two builders. That may prevent a sea of non de script houses on estates that one could drive around for hours looking for a way out that are currently being constructed in some of the housing developments in the area. The north western side of the town is already becoming one large housing estate. And by the preferred options it would just get bigger. There is a fantastic opportunity to develop the South Eastern side of the town with open spaces, walks along the river, both the Coronation Channel, the Welland, and Cowbit wash. Parks and water side attractions that would attract people to the area. One of their main arguments for not developing the south eastern side was that to do so would not deliver any benefit to the town (I assume the relief road). One could argue it delivers no added detrimental effect on the town, but has many advantages. There are already encouraging sites being put forward in the southern region with great potential employment opportunities, the Spalding Gateway site and businesses relocating to the Clay Lake industrial area. There is potential for this to expand, again in close proximity to the A16. Land in this area will also encourage development away from the Spalding/Pinchbeck corridor preserving Pinchbeck's village character. Being in a flood risk area has been raised, however all the land around Spalding is virtually

the same level. The level at Spalding common is the virtually the same as Clay Lake. The land at Clay Lake is partially protected as the land in Cowbit wash would act as a flood plain with a considerable area that would flood before Clay Lake. Along with dwelling floors raised, this would negate the issue. The quality of land in the Clay Lake area is as its name dictates of a lesser grade 2 than that of the grade 1 silt in the preferred development region. In times of a growing population productive farmland should be preserved. In conclusion I would like the planners to reconsider their preferred options, the feasibility and effect the Western relief road will have on the town, and to consider opening up the south eastern side of the town between Cowbit road and the A16 that has many wonderful opportunities if planned correctly.

ID1:	1147	comment_author: Lincolnshire Wildlife Trust	
comment_content:	Officer Comment:	Officer Recommendation:	
<p>There appear to be a number of errors on this map. The River Glen Corridor Local Wildlife Site extends further west than shown and Cowbit Wash Site of Special Scientific Interest has been incorrectly identified on the map as National Nature Reserve. Additionally, Arnold's Meadow nature reserve has been identified as recreational open space in addition to its designation as a Local Wildlife Site. As a Lincolnshire Wildlife Trust nature reserve we do not feel it is appropriate to categorise the site as recreational open space and we would therefore request that this site is shown only as a LWS.</p>	<p>The River Glen corridor LWS will only be shown in the green shaded inset box. The rest will be shown on the Policies Map.</p> <p>Cowbit Wash will be corrected.</p> <p>The open space will be removed from Arnolds Meadow. It will be shown as a LWS.</p>	<p>A small change is required to the mapping.</p>	

ID1:

1148

comment\_author: Angela Newton

comment content:

We wish to put forward the site identified on attached plans, presently used as a Garden Centre. It is approx, 5.9 acres. It adjoins PIN 019 and would form natural extension to boundary. There are existing dwellings to the West. Boundaries include hedges, trees and fences. As adjoining site PINO19 is listed as having sufficient capacity for waste water and foul sewerage, suggest the same would pertain to this site. Site is situated in lowest flood hazard area. Had dialogue with developers. " This site is deliverable and developable and would help meet the residual requirement for dwellings in Pinchbeck now. Support development in this area of the village rather than the South On behalf to preserve open space between village and Spalding.

Officer Comment:

This has been registered as Pin065 in the SHLAA.

Support for the potential housing site is noted. It is accepted that Pin065 adjoins Pin019 and the SHLAA identifies that the site 'is located adjacent to the existing built-up area (defined settlement limit)'. Anglian Water identifies that 'infrastructure and/or treatment upgrades will be required to serve Pin065 or diversion of assets may be required' for water supply and sewerage although there is capacity for waste water treatment. 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'. Developer interest is welcome. The SHLAA identifies that Pin065 is developable and 'if it is allocated there is a reasonable prospect that it would be developed (assumed to being in year 8 and be completed before year 15)' so although Pin065 could contribute to the Council's 5 year supply it is not accepted that it is available now. Pinchbeck is identified as a settlement in its own right and therefore has its own housing target. Development to the south of the village would contribute to Spalding's housing target, therefore the identification of sites in this area will be clarified in the Spalding Housing Paper.

Officer Recommendation:

Pin065 is one of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1149

comment\_author: Spalding and District Civic Society

comment content:

Inset Map No.2

Wrong Spalding Conservation Area: extended 8 years ago.

Welland Hospital, Roman Bank: demolished 3-4 years ago.

Former Tax Office. Holland Road: demolished and now replaced by housing.

Omissions:

Garth School Field & large playing field next to it should be green, being recreational space.

No new public green leisure spaces are indicated to reduce Spalding's serious shortfall.

Suggested areas:

"former Gas Works site (now decontaminated), north end of Cowbit Wash, reinstated Swimming Pool area (after swimming pool is incorporated in new-build leisure Centre at Castle Field).

Brownfield sites:- Welland Hospital & former Bettinson's Garage, Bull & Monkey, former Auction Hall site immediately N. Of Sainsburys roundabout, Adam's Car Park (between Market Place and the Crescent).

Puzzle

N. Of Sainsbury's roundabout and alongside railway line: marked as Local Wildlife Site, but part of site already granted planning permission for housing. (Now expired?)

Proposed Alterations Town Centre Boundary:-

a) Include Magistrates Court and Victoria Street shops.  
B) Continue boundary along Double Street to include Broad Street/Herring Lane Car Park. Not only are the presently excluded areas obviously part of the centre, but they could well be put to retail or commercial use

Officer Comment:

The Spalding Conservation Area will be corrected. However, we are unable to alter the OS map base in respect of the former Welland Hospital and Tax office.

The Garth School will be added to the mapping system. The large field to the north of the Garth School has not been added as it was shown as a housing site in the 1998 SHDC Local plan, following which some residential development was undertaken at the front, and public access to it was stopped. Possibly as a consequence it was not shown as open space in the 2007 SHDC local plan.

Providing land to tackle underprovision will have to be paid for by other means. The north end of Cowbit Wash maybe the most affordable of the suggested sites. The former gas works is likely to be expensive owing to the investment that has been undertaken to clean the site and it being located within Spalding, where built development would be appropriate in principle. No decisions have been taken on whether to redevelop the Castle Leisure Centre and Swimming Pool. The brownfield sites are within the settlement boundary where planning policy would support redevelopment and as such a recreational use would be expensive to achieve.

The Local Wildlife Site to the north of the Sainsbury's roundabout is on land adjacent to the planning application for 42 dwellings which does not expire until september 2016.

The NPPF identifies that a town centre should include

Officer Recommendation:

Update the Spalding Conservation Area and Garth School. Otherwise no change required.

during the next 20 years.

Primary Shopping Frontage: extend to include

- a) E. Side of Broad Street to Herring Lane (contains Hill's major department store. Etc.),
- b) N.side of Station Street,
- c) other side of Bridge Street.

Primary Shopping Area: extend to include

- a) both sides of the Crescent,
- b) the Sheepmarket,
- c) Station Street. (The huge planned housing expansion implies more town centre retail need.)

the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. Main town centre uses include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). It is therefore appropriate that the magistrates court and the Broad Lane car park is excluded. There are no plans to develop the car park for retail or any other town centre use. The shops on the north side of Victoria Street are within the town centre. The boundary will be extended to include the shops to the south. The Town Centre and Retail Capacity Study 2013 provides the evidence for the retail policies and defines the primary shopping frontage based on the national definition 'primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.' E. Primary shopping frontages have been identified by the Town Centre and Retail Capacity Study 2013 (based on the national definition) 'primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods' (so units within an A1 use). Defining frontages should also take into account prime rental levels and pedestrian flows to reinforce a compact, well defined retail area with a quality, 'active street frontage', contributing towards a lively street scene. Frontages that provide for more diversity of uses such as restaurants, betting shops, leisure activities and second hand or charity stores, such as Sheepmarket,

Broad Street are not considered to be primary frontages. Frontages are usually terminated by a definite break, such as a road, service yard, footpath or the defined break between shopping areas, which would also exclude part of Sheepmarket and Station Street and Broad Street. With the exception of a financial adviser (A2) Bridge Street is identified as being within the Primary Shopping Frontage. The NPPF identifies that the primary shopping area is an area 'where retail development is concentrated (generally comprising the primary frontages)' and potentially land that is contiguous with those areas. Francis Street is connected to the Primary Shopping Frontage therefore it seems appropriate for the units at the Francis Street/The Crescent junction to be included in the Primary Shopping Area but the units further along The Crescent and those within Station Street to be excluded. The units on Sheepmarket are included in the Primary Shopping Area. The Local Plan identifies that additional retail development will be required over the plan period; allocations for comparison retail are identified and convenience retail are expected to be provided within the SUEs or underserved areas, and not necessarily the town centre.

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# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1150

comment\_author:

Greater Lincolnshire Nature Partn

comment content:

One LWS is incorrectly mapped on this map. The River Glen corridor LWS continues west, instead of stopping as currently shown. Arnold's Meadow Lincolnshire Wildlife Trust reserve and LWS is identified as recreational open space. This is private land and it would be appropriate to check this designation with the land owner before confirming this designation.

Officer Comment:

The River Glen corridor LWS will be corrected. However it will only be shown in the green shaded inset box. The rest will be shown on the Policies Map.

The open space will be removed from Arnolds Meadow. It will be shown as a LWS.

Officer Recommendation:

A small change is required to the mapping.

# South East Lincolnshire Local Plan 2011-2036 Draft for Consultation January 2016

ID1:

1151

comment\_author: Springfields Horticultural Society L

comment content:

The owner and operator of Springfields Festival Gardens, and also Springfields (Enterprises) Ltd. The charity's commercial business, Springfields Events & Conference Centre: The draft Local Plan Proposals Map (Inset Map No 2, Pinchbeck & Spalding) includes a 'Settlement Boundary' which cross refers to draft Policies 12, 19, 20 and 21. Spatial Policy 2 is also of relevance. The settlement boundary in the vicinity of Springfields follows the western bank of the River Welland crossing the A 151 to the south west of the complex. The settlement boundary does not include Springfields Outlet Shopping and Festival Gardens, nor the Springfields Events & Conference Centre. However, north of the A151 Fulney Hall is included within the settlement boundary but not the permitted restaurant (A3) immediately next to Fulney Hall or the NFU offices. South of the A151 and east of the River Welland the proposed settlement boundary includes an area of land currently in employment use, allocated on the draft Proposals Map as a 'Specific Occupier Site' (draft Policy 8), and housing west of Fulney Lane and east of the river, along with the tyre fitting depot fronting the A 151. Despite inclusion of a number of uses south of the A151 and between the River Welland and the A16 within the settlement boundary (and Fulney Hall north of the A151), there is no recognition of Springfields Outlet Shopping & Festival Gardens and associated uses as an existing occupied site and one which logically falls within the settlement boundary for Spalding. As with Fulney Hall it lies north of the A151. Draft Spatial Policy 2 identifies areas where development is to be directed including the sub regional centres of Boston and Spalding. The policy states that within the settlement

Officer Comment:

The purpose of settlement boundaries is to define where particular Local Plan policies apply. In effect, they are defining where the Countryside policy (which covers the majority of the Local Plan area) ends and where other policies relating to Sub-Regional Centres, Main Service Centres, Minor Service Centres and Other Service Centres and Settlements start. Consequently, a settlement boundary is not intended to include all the buildings within the immediate vicinity of the settlement. This means that a settlement boundary does not necessarily include all the dwellings and other developments that may be locally regarded as part of a given settlement; and this is often because there is a discernible open gap between the main body of the settlement and an outlying property. In this case that is the Coronation Channel to the west. It is accepted that the approach taken to the Low Fulney area is inconsistent with the approach taken elsewhere. It is acknowledged that Springfields plays an important role in the local and sub-regional economy, in terms of visitor numbers and job creation and that this is not adequately reflected in the Local Plan. However it is proposed to add a new policy relating to the visitor economy, within which the importance of Springfields would be identified and to designate the site on the Policies map. Although the site would remain outside the settlement boundary, this approach would provide a positive framework within which the site can operate in the long term.

Officer Recommendation:

Add new visitor economy policy to the Local Plan. Delete the Low Fulney area from the settlement boundary.

boundaries of these two towns development will be permitted that supports their roles as sub- regional centres. Clearly, any proposals would be subject to other policies of the local plan and relevant material considerations including national planning policy. In the view of the Society s Trustees, Springfields Outlet Shopping & Festival Gardens and the Springfields Events & Conference Centre perform an important function attracting visitors to Spalding and therefore supports the role of the town as a sub-regional centre. Outside defined 'Settlement Boundaries' draft Policy 2 confirms that the rest of the local plan area is designated as Countryside where development is more restricted in policy terms. Given the role provided by the Springfields complex supporting the sub-regional centre of Spalding, on this basis alone all of the various Springfields enterprises should be included in the settlement boundary of the town. The evidence base for the Draft Local Plan includes a background paper entitled 'Settlement Boundaries Background Paper'. This sets out the rationale for the identification of settlement boundaries. Paragraph 3.4 identifies that: "...a settlement boundary is not intended to include all the buildings within the immediate vicinity of the settlement. This means that a settlement boundary does not necessarily include all the dwellings and other developments that may be locally regarded as part of a given settlement; and this is often because there is a discernible open gap between the main body of the settlement and an outlying property". Springfields Festival Gardens including associated uses, is a substantial complex and there is no discernible open gap between the main body of Spalding and the Springfields Outlet Shopping & Festival Gardens site. In the view of the Society it clearly forms part of the overall settlement with the A16 Ring Road forming a

physical and logical boundary between the town and countryside beyond. When considering the 2006 planning application (H16/0401/06) for improvements to the Outlet Centre and in recommending approval, the officer's report to Committee concluded that although Springfields as a site was 'technically' located in open countryside outside the defined settlement limits of Spalding: "...it is clearly a significant existing facility and visually appears to form part of the physical fabric of the town bounded to the east by the A16". The officer's view is supported by what is on the ground with the strong urban character of this entrance to Spalding including existing development north and south of the A 151 between the River Welland and the A16. However, only the uses south of the A151 and Fulney Hall north of the A 151 are included in the settlement boundary. The urban character of the area between the river and the A 16 and nature of uses within this area supports its inclusion within the settlement boundary. The officer's comments on the 2006 phase 2 application continued by highlighting that the proposed expansion of the Springfields Outlet Shopping site in 2006 would be located on brownfield land and that it would be very difficult to argue that the development would have any adverse impact on landscape character. The Settlement Boundaries Background Paper highlights that each settlement boundary has been defined having regard to a number of guidelines as follows: "a) The settlement boundary encloses the main built up area (or areas, in the case of a few settlements) of the town or village. The settlement boundary also encloses: Areas of amenity and/ or recreational open space, the appearance and character and/or use of which is worth of protection; and Sites with planning permission for development situated on the edge of the main built-up area. (c ) In

general settlement boundaries have been defined using discernible features on the ground'(e.g. A road-line or drainage ditch), most of which will be mapped. It should be noted that land-ownership boundaries do not necessarily form a good definition for where a specific approach to planning policy for development should apply." Visually and physically Springfields Outlet Shopping & Festival Gardens, and the Springfields Events & Conference Centre form part of the settlement of Spalding. This was recognised by the case officer dealing with the expansion plans in 2006. Further development is also located north of the main Springfield site, including the Nursery and other employment uses. Lands south of the A151, including employment, residential and other employment generating uses are included in the settlement boundary. Further land north of the A 151 should logically also fall within the settlement boundary. The whole of the Springfields site, with its component parts of the Festival Gardens, Events Centre and Outlet Shopping Centre form part of the urban area of Spalding and should be included within the settlement boundary. The A 16 ring road provides a physical boundary to the east, between the existing complex and what could be regarded as open countryside. We consider the A 16 should provide the line of the settlement boundary and not the River Welland. The Springfield site itself is clearly not 'open countryside'. Neither does the situation arise where there is a clear gap between the edge of the built up area of Spalding and the complex, as highlighted in the Settlement Boundaries Background Paper. In light of the above we consider that Springfields Outlet Shopping & Festival Gardens, the Events Centre and the area of land bounded by the A 16 Ring Road to the east, the edge of built development to the north, the A151 to the south

and the River Welland to the west should be included in the settlement boundary for Spalding. I have attached an extract from the draft Local Plan Proposals Map showing the proposed extension of the settlement boundary edged in red.

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ID1: 1152 comment\_author: Mrs C Ward

comment content:

I am writing to express my concerns and views regarding the proposed local plan in South Holland. After reading your proposal it is my understanding that a local bus route and substantial road network which makes up the Western Relief Road will be required in Spalding. I can understand that you wish for transport routes to be developed in the area but I am very concerned that the once quite street Broadway will be heavily impacted with cars , lorries and buses. This is of great concern to me as I have not only small children but also animals which make up my family unit. Animals, children and traffic do not mix well. You have not made it clear on the following points:-  
1) Where the road access points will be for the routes in and out of the future phase development eg future land north and future land west, so I can only assume that Broadway will yet again be the main route in and out to the north and the access point to the Raceground will be the main route to the south.  
2)Where the potential bus route will actually fall. How frequent the buses will be throughout the day and where the bus stops will be.  
3)Where the shops, school and community center will be as this will impact on traffic levels immensely.

My house is adjacent to the public footpath on Broadway, so not only will pollution become an issue but the privacy of our house will most certainly be compromised. We are already seeing a vast amount of lorries, vans HGV and building suppliers up and down the street and this is obviously only going to get worse in number as more and more houses are built and more and more cars , buses, vans, lorries etc come to the

Officer Comment:

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This plan deals with the first phase of the route and will be the subject of a master planning exercise.

It is not known if Broadway will be part of the main route. This section is not likely to commence until after the plan period and will be the subject of a traffic assesment and a masterplan for the area.

Officer Recommendation:

No change to the approach is required.

area.

Whilst I understand the need to develop Spalding and put its face on the map in the modern world there has been no mention of positives regarding the existing neighborhood and what we will gain only what we can see happening to be a detrimental effect to our peace and quiet, our privacy and the safety of our children and elderly especially, as local residents.

We already have cars coming up and down this street incredibly fast and have had to have 2 new radar speed signs to counteract speeding and this is nothing compared to how busy Broadway will become once all the proposed housing has been built. This is a huge negative in my book as we moved to Spalding in October because of the peace and quiet, not to be in the hustle and bustle of a noisy town / city.

To conclude, I am concerned about noise levels, loss of privacy, transport increase, air quality and the environmental impact on the local area which includes the local wildlife and have not seen anything in your plans which puts my mind at rest regarding these areas.

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ID1: 1153 comment\_author: Larkfleet Homes

comment content:

Larkfleet Homes and their sister company Allison Homes have interests throughout the Plan area, including: - Pinchbeck, Market Way (Part of Pin002). We are currently working with the landowner to bring forward a scheme for 29 units on site which will include up to 9 affordable units. The application is expected to be submitted within the next few months. This site should be allocated for housing in the Local Plan. - Pinchbeck, Wardentree Lane (Pin011, Pin025 and others). The application for 169 dwellings received consent in principle at Committee in 2015. We are finalising the s106 with officers and hope to get consent issued soon. This application is in detail and we will start on site within a couple of months of consent being issued. This will be the first major site for the newly launched Allison Homes brand. This site should be allocated for housing, or identified as a commitment in the Local Plan.

Officer Comment:

Support for the potential housing site is noted. Confirmation of availability and developer interest is welcome. Proposal to provide up to 9 affordable units is noted. The site is brownfield land in the settlement boundary, within a residential area and its development may enhance 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 s106 agreement for Pin011 has been signed therefore planning permission has been granted. Pin011 will therefore be classified as a Housing Commitment.

Officer Recommendation:

Pin002 is one of the more suitable Potential Housing Sites in Pinchbeck and should be taken forward as a Preferred Option Housing Allocation. Pin011 should be taken forward as a Housing Commitment (contributing to the Spalding housing land supply).

ID1:

1154

comment\_author: Heather Violet

## comment content:

1. The protection of the open space between Pinchbeck and the north of Spalding and safeguarding Pinchbecks integrity as a village is paramount. Development on land availability codes Pin 40/20/16/01/45/31/59/57/53 and the eastern reaches of O61 would compromise the separation of the village from Spalding.
2. A first phase cul de sac of the SWRR as proposed north of the Vernatts is flawed on many counts. Residents of this area already enjoy sleepless nights due to regular freight traffic (due to be increased); residual noise from the Enterprise Way industries. The proposed route of the SWRR will effectively box in residential development in the North by noise and, eventually, diesel pollution, not to mention the impact on the wide range of wildlife the Vernatts environs enjoys. In addition much of the land ear-marked becomes water logged during wetter winters, and there is the small matter of the major gas pipe which runs through it and over the Vernatts.
3. The proposed housing development to be served by the SWRR cul-de-sac can only bring traffic chaos beyond and above the existing to Pinchbeck Road since all new residents would have to travel south to access schools, shops, essential services (doctors, dentists, vets etc). With the Woolram Wygate/Park Rd level crossings closed, this stretch of road already becomes chaotic.

## Officer Comment:

The comments regarding the 10 Pin sites are noted.

Owing to the railway line being used more frequently by freight trains, road traffic in Spalding will be impacted by level crossing closures. The SWRR seeks to provide bridges over the railway to ease this problem although it is acknowledged it will not be completed during the plan period. This is the first phase to secure such a route and will be the subject of a master planning exercise. The amount of houses off Spalding Road will be restricted until a second access off the A151 Bourne Road is constructed.

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.

The development area will include new areas of open space for the benefit of residents and if linked to existing features, such as the drains, will provide habitat.

## Officer Recommendation:

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.

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;

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;

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.

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.

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ID1:

1155

comment\_author: Mr Stephen Flett

comment content:

The identification of potential housing sites to the south east of Spalding is supported. The map identifies a number of sites between the Coronation Channel and Burr Lane. This area of Spalding is an excellent growth location given its proximity to the strategic road network of the A16, providing onward connections to Peterborough and Boston. A significantly important commercial development has recently been approved adjacent to the A16 which provides employment opportunities and now represents a logical edge to the settlement of Spalding. Recent allocations and 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 the growth to the west of the town. The proximity of the strategic road network from the sites around Burr Lane in particular must not be overlooked. As well as the sites being well located to Little London, Clay Lake and the town centre itself for facilities and amenities, they have immediate access onto the strategic highway network, without traffic needing to pass through the town centre. Growth in this location would help provide the most logical definitive edge to the town and would round off the urban area. It is in close proximity to a number of service centres (as mentioned above Little London, Clay Lake / Matmore Gate and the town centre) and has efficient access to a range of facilities. This would avoid pushing growth further afield on the western side of Spalding, away from the strategic highway network. Sites in this area have the potential to be immediately

Officer Comment:

The sites on the south east of Spalding are sequentially poorer from a flood risk point of view and have their own highway issues and as a consequence are not likely to be a Preferred Housing Sites.

The comments in relation to Stm009 are noted.

Officer Recommendation:

No change to the approach is required.

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.

deliverable without the need for any significant infrastructure requirements. This is of major benefit to the housing land supply as individual sites can come forward imminently. Site Stm009 is supported as it has direct highway access, is a previously developed site and is in an excellent location in terms of the strategic highway network. This site should be allocated as a preferred housing site as it represents a deliverable and achievable site which can come forward in the immediate future. The site has no known constraints. There is record of the site containing filled land however, the site currently holds an existing dwelling and any future development could be designed in such a way to avoid such a constraint. This would not impede delivery. A coordinated response to allocate all of the sites between the Coronation Channel and Burr Lane is supported, however the delivery of Stm009 is not reliant on this for its own delivery. It can bring forward a modest number of units to support Spalding's housing supply immediately and as such the presumption in form of sustainable development should apply.

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ID1:	1156	comment_author:	Mike Harrison
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comment_content:	Officer Comment:	Officer Recommendation:
With the "vision" of the main food hub (the Red Lion area) and the palatial traveller's area in Holbeach taking most of the money allocated for travellers sites (paid for by local taxpayers) it has been somewhat disappointing. This is along with the gateway to Spalding being some miles away and completely detached from the town. More foresight needs to be used.	Comments noted	No change to the approach is required.

ID1:

1157

comment\_author: Waller Planning

comment content:

We support the identification of Site Pin045 as a Preferred Housing Site in the draft Local Plan. This site is controlled by Ashley King Developments, who are committed to working with South Holland District Council and Lincolnshire County Council in ensuring the delivery of residential and retail development on this land, to enable the construction of the first part of the Spalding Western Relief Road (SWRR). In addition, Ashley King Developments control Site Pin16, which is adjacent to Pin45, and also the land to the west of the railway line. We propose that these sites should also be identified as Preferred Housing Sites, alongside Pin045. Ashley King Developments and their consultants have already undertaken extensive work in investigating the potential design and delivery of this development, and they are confident that it can be delivered in a timely manner. Technical reports have been prepared with regard to a number of issues, including archaeology, ecology, flood risk and drainage, and extensive dialogue has been undertaken with the relevant utilities providers and statutory consultees. There are no known constraints which would prevent development from taking place, or cause unacceptable delays.

Proposals Map

We note that the Proposals Map identifies a Protected Road Line, which runs in a straight line from Spalding Road and along Vernatt's Drain. We suggest that this line should be labelled as being illustrative at this stage, as the detailed design process has not yet been concluded, and Ashley King Developments wish to continue to work collaboratively with the Councils to

Officer Comment:

The support for the Preferred Housing Site is welcomed.

The road is shown as a "Protected Road Line" and is diagrammatic. It is not considered necessary to change its name.

It is not considered that the Lincs gateway should be a mixed use scheme including residential because the planning permission does not include residential use.

The South Holland District SFRA is to be updated, but the current data indicates that the area around Clay Lake is not sequentially preferable to sites to the north and west of Spalding.

Policy 12 will be updated and the housing requirement for Spalding will rise to 5880.

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

Officer Recommendation:

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

achieve a positive outcome in this regard. We therefore suggest that the Proposals Map Key should read Illustrative Route of Protected Road. Our proposed changes to the Proposals Map are shown on the accompanying Drawing 224/401. Residential Development We ... Believe that Lincs Gateway is a suitable location for new residential development.

The removal of B2 and B8 uses to Clay Lake would ensure that there were no bad neighbour uses which might make the site unsuitable for residential development. This would also overcome the problems encountered with the planning application for Lincs Gateway, where local residents expressed concern regarding the unsuitability of adjacent uses. A well designed residential development could also be an attractive and entirely appropriate neighbour for a landscaped business park, and it could enable very sustainable travel patterns, with people living and working in close proximity. We have explained in our representations concerning Policy 11 that we believe a higher housing target is required to meet the need for development in South East Lincolnshire, and particularly in South Holland District. This will in turn require additional residential development opportunities to be identified. Spalding, as one of the two Sub-Regional Centres, is one of the most suitable and sustainable locations for new housing. It is also a particular focus of housing need. We note that Policy 12 proposes 5,720 dwellings should be provided in Spalding within the Plan period, and we believe that this should be considered an absolute minimum figure. The sites to deliver this housing have not yet been specifically identified, and we believe that Lincs Gateway should be considered as one of the Potential Housing Locations. We have identified the part of the

provide the necessary junction and the site does not extend all the way to Spalding Drive, 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.

Increase the housing requirement for Spalding, otherwise no change to the approach is required.

site which we propose should be identified for residential development on our drawing showing proposed changes to the Proposals Map (Drawing 224/301). This area could accommodate a development of around 150 dwellings. This would be a useful contribution towards meeting housing need.

Ashley King Developments have previously undertaken a great deal of technical work in relation to this site, and the site is not thought to be subject to any technical constraints relating to its delivery. We note the following in particular:

A suitable highway access already exists from the B1173, and a secondary access could be taken from this to serve the new housing;

Surface water would be accommodated within the site using SuDS techniques, and released to local water courses at greenfield runoff rates.

The site is entirely developable and deliverable.

A residential development would not have any unacceptable adverse effects on natural, built or historic assets.

It would not lead to the loss of, or place unacceptable burdens on, existing infrastructure.

It could lead to a notable enhancement of sustainable transport connections between Lincs Gateway and the town centre.

We therefore believe that the land identified on our Drawing 224/301 should be identified as an allocation for residential development.

SH6: Clay Lake, Spalding

The sites location, which is well separated from the nearest housing, makes it ideal for industrial development, which might otherwise be unsuitable in a location close to existing housing. For this reason, we are concerned about the prospect of residential

development taking place close to the site on the land identified on the draft Proposals Map (sites Stm005, Stm015, Stm016, Stm017 and Stm018). Residential development this close to Clay Lake has the potential to be a limiting factor on existing and future businesses.

ID1: 1732 comment\_author: Longstaffs

comment\_content:

Overall, on behalf of our clients, we very much support the proposal to include the site Pin 052 as a 'Potential Housing site'. It completes the triangular area of land for proposed development north of 'The Vernatts', and links through to Tydd Road. We can appreciate the site being considered as a 'Potential site', rather than a 'Preferred site', as agree that development of the site Pin 024 would be necessary before site Pin 052.

Officer Comment:

The support for the potential housing site is noted

Officer Recommendation:

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.