

Post_title: **09: Sutton Bridge**

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

ID1: 1395 comment_author: Cllr C Brewis

comment content:

Pleased that portion of Wingland Industrial land remains included. Needs promoting. As Secretary of State has given consent for Sutton Bridge CC Gas Power Station No2 its site needs identifying. The main retail location should pick up the largest group of retail premises, Fish Shop, General Store, Pharmacy and Pub, which are to the immediate west of Allenby's Chase/Railway Lane North. Coloured area must be extended to cover that area. Delighted that proposed development is to the south of Bridge Road, which although slightly elevated does act as a sort of second line of defence for a modest inundation. A possible line to be protected for a possible new bridge over the Nene and its continuation eastwards has been mooted, though not yet endorsed. Cross Keys Bridge is Grade 1 listed. If needed land immediately east of the river Nene and opposite the Garden Products factory could be a location for further industrial development, or commercial development, being adjacent the A17. Should the probable location of moorings/marina be shown on the West Bank, to the north of Quay Flats?

Officer Comment:

Land at SB002 Wingland has also been identified for B U se development. The employment allocations on the Policies Map only show land that is identified for B1, B2 and B8 development. Power stations are a sui generis, so are not classified as an employment use. The town centres and primary shopping areas in the Local Plan have been defined with reference to the National Planning Policy Framework. The NPPF defines a town centre as 'including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance.' It goes on to define a primary shopping area as 'an area where retail development is concentrated'. The concentration of retail development in Sutton Bridge is at the eastern end of Bridge Road (up to Church Street). Moving west from Church Street for over 400m the area becomes residential, with housing dominating both sides of Bridge Road. This means that the Railway Lane/Bridge Road junction is detached, and not adjacent to the primary shopping area (as defined by the NPPF). However there are some town centre uses at the junction (a chemist, fish and chip shop, convenience store, public house and hair/beauty salon) which would form a neighbourhood parade of shops (although these are interspersed with residential properties); the accompanying policy protects and promotes individual local shops and local community facilities and small neighbourhood clusters of them within a settlement boundary but outside a town centre. The wording of the

Officer Recommendation:

SB007 Sutton Bridge Power Station and SB014 Sutton Bridge Power Station 2 are more suitable Potential Employment Sites in South Holland and it should be taken forward as Preferred Option Restricted Use Sites for power generation and related uses only. SBO

policy should ensure that should an application for a change of use be submitted the appropriate level of protection is given, alternatively should a unit wish to expand that should also be supported up to a size threshold designed not to undermine the vitality and viability of the town centre. The old Post Office was included in the boundary because when we undertake a retail survey each building that is vacant is considered on the basis of the Use Class it had prior to its vacancy (in accordance with Class D2 (d) of the GPDO amendment). LCC have not submitted any plans requiring land safeguarded for a new bridge crossing the River Nene.

ID1: 1396 comment_author: Mr B J Smith

comment_content:

I voiced my concern at the meeting held in Sutton Bridge on the proposed increase in housing and the impact on the local surgery. Currently each Dr has some 2.5 more patients than they should have. They are unable to recruit young Drs, as they do not want General Practice. This also applies to nurses and is borne out by an article in the national press. Even more disturbing is that in a few years the practice will lose both Drs and nurses through retirement. I am also opposed to any heavy industry being sited on Wingland and remain concerned at the discharge, upon start up, from the current Power Station and the lack of monitoring of its impact on the health of this and future generations .

Officer Comment:

The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. The adopted Local Plan allocates 55.6ha of land for employment use at Wingland. The SELAA states that SB002 is available as an Existing Main Employment Area and is capable of accommodating the full range of B uses. However the identified constraints mean that the amount of land has been scaled down to 7.6ha to ensure that existing businesses have capacity to expand or for new businesses to locate there. Appropriate monitoring of the power station is undertaken.

Officer Recommendation:

SB002 Wingland is one of the more suitable employment sites in South Holland and should be taken forward as a Preferred Option Main Employment Allocation. SB007: Wingland Power Station and SB014: Wingland Power Station B are some of the more suitable empl

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ID1:

1397

comment_author: Sutton Bridge PC

comment content:

The accompanying map contains a number of inaccuracies and anomalies, these errors do not instill confidence that other information contained in the Plan has been well thought out. The Joint Strategic Planning Committee is urged to review the map in order to ensure that it is correct for the next stage of the process. For example; -
Linear housing extension towards the west goes against what is stated about linearity elsewhere.
The Curlew Centre is not shown.
Location of allotments is incorrect.
Garden of Rest is not shown.
EDF B is not shown although planning permission has been granted. -
Existing EDF A power station, Feldbinder and Shire Garden Buildings are not identified as "employment sites".
Additional new homes will place considerable pressure on the Sutton Bridge Medical Centre. It is reported that currently, each Doctor has two and a half times more his/her recommended quota of patients. Furthermore, we are led to believe that the current financial arrangement relating to the lease of the building makes it virtually impossible to attract doctors in order to replace those who are retiring.

Officer Comment:

The Policies Map is a draft and as such there is a process of consultation and refinement. Following the consultation, there will inevitably be the need to revise the map to reflect comments made and the site selection. The appropriateness of a site's orientation is determined on a site-by-site basis, but it is accepted that Sub013's visual impacts will be greater than for some other potential housing sites. The base map is provided by Ordnance Survey and while these may not show the development that exists the Policies Map designations take into account the location of the Curlew Centre. The Allotments will be amended and the Garden of Rest will be added. The power station has not been shown because it is not B use development and only those uses were shown on the Policies Map as 'employment uses.' The Feldbinder site is identified as an employment site under the Specific Occupier designation. The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase.

Officer Recommendation:

Amend the Allotments and add the Garden of Rest.

SB007: Wingland Power Station and SB014 Wingland Power Station B are some of the more suitable employment sites in South Holland and should be taken forward as Preferred Option Restricted Use Allocations and identified on the Policies Map. SB004: Railway

ID1:

1398

comment_author: Sutton Bridge PC

comment content:

(A) Wingland Industrial Site.

We initially recommended that this area should be completely removed from the Plan and returned permanently to agricultural use. Whilst we are pleased to note that the area has been reduced in size in comparison to the former Plan, it needs to be stressed that; unless SHDC has a "cunning plan" to install necessary infrastructure at the Site; the area is blighted for development. For the past twenty years SHDC has allocated significant funding to promote the Wingland Site to no avail. If SHDC has plans to make improvements to the infrastructure and effectively market the area for business use then please share details of the strategy.

(B) West Bank Business Area We sought that the definition of this area be changed to 'Residential as it backs onto the golf course and fronts onto the River Nene and Marina site. It is understood that business owners' views were sought regarding reclassification but no responses were received. We would ask that you contact them again as we are led to believe that they are in favour [as we are] of this change.

(C) Proposed Residential Development (Ref: Sub013)

This extends residential development in a linear pattern which we understand is not a favored planning option. If additional housing is required, we would suggest that the land currently used for allotments be considered. It has the benefit of good road connections and is closer to services e.g. school, medical centre and retail.

(D) Little Sutton Industrial Site We suggested that this area between Sutton Bridge and Long Sutton is well placed to cater for such development needs. In fact the 1998 plan states that this was the preferred option.

Officer Comment:

The adopted Local Plan allocates 55.6ha of land for employment use at Wingland, the current proposal is for 7.6ha. The amount of employment land proposed for South East Lincolnshire took account of many issues, including: the findings of the South East Lincolnshire Employment Land Technical Paper (January 2016); the existing and predicted population of the area; economic conditions and trends between 2001 and 2016; and the take-up of land for B Use development across South East Lincolnshire and within employment allocations. Although it is accepted that the take-up of land and market interest for the available land does not justify the allocation of all 55.6ha, it is considered that the allocation of a small amount of land is appropriate to accommodate the expansion of existing uses or for the development of small-scale enterprise. The SHLAA identifies West Bank 'is currently in a variety of commercial uses, and its owners have not been identified. The owners intentions for their land are unknown, and consequently the site cannot be considered as available.' Therefore the site cannot be identified for housing in the Local Plan. The appropriateness of a site's orientation will be determined on a site-by- site basis, but it is accepted that Sub013's visual impacts will be greater than some other potential housing sites. Sub010 was not identified as a Potential Housing Site because it would involve the loss of allotments and is not as sequentially preferable in flood risk terms to other sites in Sutton Bridge. LO009 Land to the south of Bridge Road: The site's eastern frontage looks to be wide enough to accommodate a suitable access and there is suitable visibility in both directions. Bridge Road is the old A17 so is of a suitable

Officer Recommendation:

SB007 Sutton Bridge Power Station and SB014 Sutton Bridge Power Station 2 are more suitable Potential Employment Sites in South Holland and it should be taken forward as Preferred Option Restricted Use Sites for power generation and related uses only. SBO

Land between Princes Foods and the A17 in Little Sutton would offer a large enough industrial site to cater for Long Sutton and Sutton Bridge during the life of the plan. It would also allow for residents newly employed to walk or cycle to work from both areas. Users of the site would have easy access to the A17 by-pass by way of an extra arm onto the existing four-arm roundabout at Long Sutton, thus relieving Pop Bottle Bridge at Long Sutton and deterring HGV's from using the old A17 through Sutton Bridge. Importantly, this site is outside the Zone 3 flood risk area. We understand that you are not aware of any businesses wishing to move to this area. In response, we suggest that the site's close proximity to the A17 offers an ideal 'gateway' to South Lincolnshire, making it an extremely attractive/marketable location for produce related businesses.

(E) Shopping Centre The shopping area should remain as previously designated or at least as far along Bridge Road as the Greyhound Public House.

standard to be able to accommodate the vehicular activity associated with a B1 B2 and B8 use on this site. LO009 would provide a cluster of employment uses, being in close proximity to the established Bridge Road Industrial Area and the Princes site. LO010: Land to west of Hundreds Lane: The northern part of the site could be satisfactorily accessed from Bridge Road. The southern part of the site to the south of the existing Hundreds Lane access to the food processing site has a 7.5 tonne maximum weight limit. Some substantial improvement works would be required on Hundreds Lane and potentially to the A17. LO011: Land to the east of Hundreds Lane: The new site to the south of the existing food processing site could be developed as an extension to the existing factory but there is a 7.5 tonne maximum weight limit on Hundreds Lane (to the south of the existing Hundreds Lane access to the food processing site). If access were to be formed there, some substantial improvement works would be required on Hundreds Lane and potentially to the A17. LO010 and LO011 would also have an adverse impact upon the countryside character of the area. Both sites are also likely to have significant opening up highways infrastructure costs, which would need to be borne by a developer. All sites are within Flood Zone 3a. These sites are therefore considered to be undevelopable in this plan period. The town centres and primary shopping areas in the Local Plan have been defined with reference to the National Planning Policy Framework. The NPPF defines a town centre as 'including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance.' It goes on to define a

primary shopping area as 'an area where retail development is concentrated'. The concentration of retail development in Sutton Bridge is at the eastern end of Bridge Road (up to Church Street). Moving west from Church Street for over 400m the area becomes residential, with housing dominating both sides of Bridge Road. This means that any other retail uses are detached, and not adjacent to the primary shopping area (as defined by the NPPF).

ID1:	1399	comment_author:	G R Merchant
comment content:		Officer Comment:	Officer Recommendation:
has put forward a piece of land that is beside 261 Bridge Road and in front of the site for the new cemetery.		The SHLAA identifies that Sub025 'would harm the appearance of the area - it would create an incongruous ribbon of development that would appear unrelated to the existing town...it is not within or adjacent to Sutton Bridge's existing built-up area (defined settlement limit)'. The SHLAA concluded that Sub025 would be 'unsuitable, due to adverse environmental impacts and poor location'.	Sub025 is not one of the more suitable Potential Housing Sites in Sutton Bridge and should not be taken forward as a Preferred Option Housing Allocation.
ID1:	1400	comment_author:	Philippa Moore
comment content:		Officer Comment:	Officer Recommendation:
The building of more houses in Sutton bridge is ridiculous! The doctors and pharmacy are already at breaking point so why build more houses to attract more people. There just isn't the infrastructure in place to take more people on than the town can cope with		The Local Plan will have to demonstrate how arising infrastructure needs will be met. This will be evidenced through the Infrastructure Delivery Plan and subsequent versions of the Local Plan. The CCG's have commented that currently there is some capacity at the local GP surgery(ies) to accommodate additional patients, however County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase.	No change required.

ID1:

1401

comment_author:

King's Lynn Internal Drainage Boar

comment content:

The proposed employment areas to the east of the River Nene are within King's Lynn Internal Drainage Board's district. Hydrological modelling suggests that, as things stand, a number of sections of Board-maintained watercourses in this area would be at capacity, or potentially overtopped, during extreme rainfall/flow events. Any proposed developments in this area are therefore likely to have significant constraints in terms of how they can manage their surface water run-off, and it will be critical for any interested party to involve the Board in discussions about this issue at the earliest possible time.

Officer Comment:

Although drainage issues exist, it appears they are not insoluble and some employment development could take place, albeit will be critical for any interested party to involve the IDB in discussions at an early stage in the development process.

Officer Recommendation:

No change required.

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ID1: 1402 comment_author: Brian Collins-McDougall

comment content:

These proposals ignore most of the suggestions made by Sutton Bridge Parish Council and The Wash and Sutton Bridge Protection Group and other local organisations in 2015. Government Policy is meant to involve those who live in areas affected by planning decisions to have a say in the developments that shape their areas, rather than these being decided by remote bureaucrats and politicians, in this case District Councillors from other wards who ignore the wishes of the local community and council officers. The local community asked for the Windland industrial area to be re-classified as a green field site. Councillor Gambba-Jones advised the residents of Sutton Bridge that we should have done this when the last Local Plan was approved if we wanted to stop the inappropriate Biomass Incinerator. He gave this advice as Chair of the the Planning Committee on 17 April 2013 which gave planning approval to the Biomass plant. The approval was subsequently found to be unlawful and was overturned by the Planning Court at judicial review. Yet when the local community acted on Mr Gambba- Jones advice and requested that the area be re-classified in this consultation our wishes were ignored. The empty gesture of re-classifying only the small area of Windland that was formerly allocated to the Energy Park Sutton Bridge (Biomass Incinerator) as Countryside is mere tokenism. This was made clear at the exhibition at the Curlew Centre on 15 January 2015 when a council officer acknowledged that he thought it appropriate that a large gas fired power station be build in countryside. The reference was to the EDF B gas fired power station that has planning approval. The local community through its parish council formerly

Officer Comment:

The adopted Local Plan allocates 55.6ha of land for employment use at Wingland, the current proposal is for 7.6ha, it is therefore not accepted that de-allocating 48ha of land is 'tokensim' or that residents wishes have been ignored. The majority of the area will revert back to countryside, although sufficient land should be identified to ensure that existing businesses have capacity to expand or for new businesses to locate there. The site is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for all', and flood depth in 2115 is classified as '1-2m'. The Environment Agency does not insist on stringent mitigation for less vulnerable developments such as employment use (i.e. keeping all potential flood water out of buildings) but looks for developers, in their supporting Flood Risk Assessments, to demonstrate how they will manage the risk and keep people (employees) safe. Therefore identifying this land for employment use is consistent with the EA's approach. The existing and proposed power stations were not identified on the Policies Map as they are not classified as B Use development. However it is recognised that these are important land uses and help secure additional employment in the area so Policy 4 and the associated maps will be revised to incorporate power generating uses. The SHLAA identifies Sub026 West Bank 'is currently in a variety of commercial uses, and its owners have not been identified. The owners intentions for their land are unknown, and consequently the site cannot be considered as available.' Therefore the site cannot be identified for housing in the Local Plan. SB003: Sutton Bridge Port: The SELAA acknowledges that access improvements may be required depending on the

Officer Recommendation:

SB002 Wingland is one of the more suitable employment sites in South Holland and should be taken forward as a Preferred Option Main Employment Allocation. SB003: Sutton Bridge Port, SB007: Wingland Power Station and SB014 Wingland Power Station B are some

asked for the whole of Windland to be reclassified. It is unacceptable to ignore the views of local people and the local plan should be altered to classify the Wingland area for agricultural use. The area is at high risk of flooding and not suitable for industrial development. As the incidence of extreme weather is increasing in the United Kingdom and the Government initiated a National Flood Resilience Review in January 2016. It is foolish to designate an industrial area on a high risk flood plain. The decision may well be challenged on the grounds of prematurity.

The maps on display at the Curlew Centre and Insert map 9 are out of date. They do not show existing buildings or the site of EDF B gas fired power station as it is in the "countryside". The cut off point for these maps appears to be totally arbitrary as the most significant industrial development which will dominate the local landscape is omitted. A council officer explained EDF B was not shown because although it has planning approval and consent from the Secretary of State it might not be built. Yet other proposed developments are shown on the maps. An inconsistent and confusing methodology was used.

The West Bank Business Area should be re-designated to allow residential development as requested by Sutton Bridge Parish Council. An opportunity exists to enhance the area with good quality housing next to the marina (planning approval given) and the golf course. The Industrial Area North of Port Sutton Bridge is not suitable for further industrial development unless a new access road is built. Neither New Road or Petts Lane are suitable for more heavy goods vehicles. Sutton bridge has a historic area that merits protection as a conservation area, South Holland District Council have already done preliminary work in the designation of a conservation area but did not proceed because of

development that takes place at Sutton Bridge Port. However as the planning permission for the extension has been implemented it is reasonable to allocate the site in the Local Plan.

alleged lack of money. The parish council have asked for a Conservation Area to be created. Despite this there is no mention of it in these proposals. A council officer suggested when questioned about this at the public exhibition at the Curlew Centre that it did not fall under the remit of the Local Plan. A strange and inconsistent claim as reference is explicitly made to 24 conservation areas in South East Lincolnshire. Why is the request for Sutton Bridge to have a designated conservation area being ignored again ?
The village green should be designated as a recreational open space reflecting its current use.

ID1: 1403 comment_author: Cllr M Booth

comment content:

The future local planning boundaries need to address several issues. I am very concerned about the level of child poverty in Sutton Bridge, the highest ward in South Holland and I believe the best way out of this situation is to provide jobs. At Sutton Bridge there is a golden opportunity of doing this. Sutton Bridge has the river and the port, which opens itself to industry with the old Wingland Airfield which has most of the infrastructure in place and I believe we should do all we possibly can to promote this area, it is not Grade I agricultural land and building could start immediately, so I would like to suggest that all of the Wingland Airfield be included in providing much needed employment. Regarding the west end of the village on the B1359, again I would like to suggest that the new proposed boundary should go up to Fields Farm North road, this would include the new Burial ground and a strip of land between that and Bridge Road for much needed family homes. This strip of land, approximately one acre size, belongs to me which I would be willing to release for building. Along with other new areas providing housing and jobs, these proposals would be beneficial to the businesses, large and small, for Sutton Bridge and South Holland.

Officer Comment:

The creation of jobs and improving economic conditions is one way to reduce the impact of child poverty, although other factors will also play a part. SB003 protects Sutton Bridge Port and allocates additional land to support its future expansion. SB002 Wingland has been allocated in the adopted Local Plan since 2006 and has seen minimal land take-up even with highways infrastructure in place. The agricultural land classification identifies Wingland as Grade I agricultural land. The electricity supply to the area is poor and is unlikely to be able to accommodate more than limited development over the plan period. Other opening up costs such as flood mitigation and drainage may also affect deliverability. The SHLAA identifies that 'Sub025 is not within or adjacent to Sutton Bridge's existing built-up area (defined settlement limit)' therefore the 'site's development would harm the appearance of the area – it would create an incongruous ribbon of development that would appear unrelated to the existing town' and is undevelopable.

Officer Recommendation:

SB003 Sutton Bridge Port is one of the more suitable employment sites in South Holland and should be taken forward as a Preferred Option Restricted Use Allocation. SB002 Wingland is one of the more suitable employment sites in South Holland and should be

ID1:

1404

comment_author: Savills

comment content:

support the proposed housing sites Sub013 and Sub016 as shown on the Sutton Bridge Policies Map (Inset Map 9). Both Sub013 and Sub016 are under the ownership of the Henry Smith Charity.

The landowner is supportive of residential development at this site which is available, suitable and achievable for residential development now.

The development of this site would comply with paragraph 55 of the National Planning Policy Framework (The Framework) which states that To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby.

The landowner is supportive of all the proposed dwellings for Sutton Bridge to be located on sites Sub013 and Sub016. Also note that the land to the South of site Sub013 (up to the A17) is under the ownership of the Henry Smith Charity and this land could also accommodate residential development post 2036

Officer Comment:

Confirmation that Sub013 and Sub016 are suitable, available and achievable is noted. Landowner support for the development of Sub013 and Sub016 is noted. However Sub016 is within Flood Zone 3a, flood hazard in 2115 is classified as 'danger for all', and flood depth in 2115 is classified as '1-2m', which is one of the least sequentially preferable sites in Sutton Bridge. Confirmation that land to the south of Sub013 is available and could accommodate residential development post 2036 is noted but would be a matter for the next Local Plan.

Officer Recommendation:

It is considered that site Sub013 in its current orientation is not one of the more suitable Potential Housing Sites in Sutton Bridge, and that it should not be taken forward as a Preferred Option Housing Allocation. However the main concern and objection

ID1:

1405

comment_author: Wash & Sutton Bridge Protection

comment content:

1.1.2 states The Local Plan must be based upon adequate, up-to-date and relevant evidence about the area's characteristics and future prospects, and must reflect the vision and aspirations of the local community. Somebody proposing to move to Sutton Bridge whose searches might include a Local Plan would find the Plan as depicted on the map rather misleading.

There's a fundamental inconsistency about what is shown on the Sutton Bridge area map (the site of the proposed New Power Station is not shown while other proposed developments are)

it is good to see that the area for proposed development on the Wingland site has been reduced but it is not good enough to define the remainder of the site simply as countryside. During the course of the SELLP exhibition in the Curlew Centre it was stated that anything can be built on what's called 'countryside' there is therefore no guarantee that what might be built there in the future (ie, other than Use Classes B1 B2 B8) will not be of the same order as the now rejected Incinerator). This d s make one ask the question When is plan a plan? We would ask for that area to be redesignated 'Agricultural Land'

Sutton Bridge is one of the smallest of the five major towns in South Holland, but has the largest amount of industry, eg the so-called one-off current power station which sets a precedent for other one off developments (When is plan a plan?)

1.1.2 talks about ensuring that infrastructure and local facilities are provided at the same time as new homes; setting out policies against which planning applications can be judged. (See also 3.3.10)

Officer Comment:

The employment allocations on the Policies Map only show land that is identified for B1, B2 and B8 development. Power stations are a sui generis, so are not classified as an employment use. Policy 2 identifies that in the countryside development will be permitted that is necessary to such a location and/or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community and environmental benefits. The land that is not designated at Wingland mainly covers agricultural land and will remain unless a planning consent is given for an appropriate use. The appropriateness of a site's orientation will be determined on a site-by- site basis, but it is accepted that Sub013's visual impacts will be greater than some other potential housing sites. The SHLAA identifies West Bank 'is currently in a variety of commercial uses, and its owners have not been identified. The owners intentions for their land are unknown, and consequently the site cannot be considered as available.' Therefore the site cannot be identified for housing in the Local Plan.

Officer Recommendation:

SB007 Sutton Bridge Power Station and SB014 Sutton Bridge Power Station 2 are more suitable Potential Employment Sites in South Holland and it should be taken forward as Preferred Option Restricted Use Sites for power generation and related uses only. SB0

but there's no indication that the inevitable impact of development on infrastructure, the road network, health provision, schools etc has been taken into account

1.1.2 also states that the Plan should identify those areas of land which must be protected from development perhaps because of their historic or environmental importance. There is much mention of 'conservation areas' and preserving history in the plan but nothing about Sutton Bridge except the odd reference to the bridge itself when the issue was raised at the SELLP exhibition it was it was claimed that the intended 'conservation area' for Sutton Bridge was not part of the remit yet it is acknowledged that Holbeach, for example, had a historic centre (3.2.15)

3.3.9 talks about Keeping development areas relatively compact in order to reduce the number and length of motorised journeys, especially by car, to and from everyday destinations. This contributes to the well-being of the environment by cutting down on the use of non-renewable resources (such as petrol) and, in turn, reducing the emission of harmful gases into the atmosphere...

The proposed housing development area to the west of SB along Bridge Road will have the effect of extending the village which is already linear in configuration; it should be deleted and accommodated in other sites to the north of Bridge Road on allotment land and to the West Bank Industrial area where the current landowner (business man) has apparently expressed an interest in selling.

The West Bank Industrial area has not been noted on the map for potential housing development