

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

Post_title: 16: Fleet Hargate

ID1: 1492

comment_author: Cooper Architectural Design

comment_content:

has submitted a site for consideration. It has frontage on to Fleet Road and is located within the grounds of a dwelling accessed of Winslow Gate.

Officer Comment:

This has been registered as Fle019 in the SHLAA. The SHLAA identifies this site as undevelopable because it would have adverse effects on the character and appearance of the area - it would create ribbon development which would (in relation to the number of dwellings it would deliver) significantly increase the visual impact and perceived extent of the village's built-up area.

Officer Recommendation:

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

ID1: 1493

comment_author: Longstaffs

comment_content:

Fle010 we very much support the identification of site Fle010, as a suitable housing site in the SHLAA documents, and that the site has been taken forward to be shown as a 'Potential Housing site' on the proposed Inset Map for the village. It completes a form of development close to the village centre, and its development for housing will be a logical infill to the development form in the location, as routinely seen in rural villages, following which, the new housing and families will be able to further support local services. We would comment that if further land is required for the village, as indicated at the Committee meeting on 11th September 2015, our clients would be willing to move the southern boundary of the area previously put forward as a suitable site, further south.

Officer Comment:

Fle003 and Fle010 require water supply and foul water network upgrades but Fle017 does not. In addition the Sustainability Appraisal scores Fle010 slightly worse than Fle003. Both sites have the same flood risk.

Officer Recommendation:

Conclusions on site Fle010 – It is not considered that site Fle010 is a suitable Potential Housing Site in Fleet Hargate, and should not be taken forward as a Preferred Housing Site:
• The Sustainability Appraisal scores it slightly worse than Fle003.

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ID1: 1494 comment_author: Historic England

comment content:

Proposed allocation Fle017 is within the Conservation Area in an area of existing open space, potentially impacting upon this and other heritage assets. Further investigation will be required and advice should be taken from your in house Conservation specialist.

Officer Comment:

This site scored the best of the three sites in the Sustainability Appraisal, having 4 positive, green, aspects. However, a new larger site was submitted as part of the January 2016 consultation (Fle020), which includes most of this site, except for the part with planning permission for a dwelling fronting Fleet Road.

Officer Recommendation:

Conclusions on site Fle017 – It is not considered that site Fle017 is a suitable Potential Housing Sites in Fleet Hargate, and that it should not be taken forward as a Preferred Housing Site because:

- It has been subsumed into Fle020 and it will therefore be considered there.

Fle020 -, Fleet Hargate. The SHLAA identifies this site as being developable because it is close to the village centre and facilities, which are accessible on foot without crossing major roads. However, the impact on the Conservation Area and the impact of noise from the A17 will need to be assessed and designed for.

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ID1: 1495 comment_author: Fleet Parish Council

comment content:

Fleet Parish Councillors would like to submit the following comments pertaining to the three sites that have been identified in Fleet Hargate for proposed development, Plan codes as follows:

1. Fle017 - land situated off Old Main Road opposite the Post Office/Bus Stop, currently clear.
2. Fle003 - land on Fleet Road at Proctors Corner, currently glasshouses.
3. Fle010 - land on Hocklesgate, currently a field.

COMMENTS:

1. Fle017 - subject to satisfactory storm water disposal, this was felt to be the best site for development - Approved
2. Fle003 - provided that access was carefully considered this was also felt to be a good area for development - Approved
3. Fle010 - access through a built up area along Hocklesgate from Old Main Road which is frequently the subject of problems involving speeding and badly parked vehicles and therefore often discussed at PC meetings. Junction of Hocklesgate and Cherry Lane often problematical due to narrowness and misalignment. Members therefore felt that as a result this was not the best site unless alternative access could be found - Reservations.

Members would like to request that any funds generated by Section 106 monies be used to improve the infrastructure and amenities of the village and not be used elsewhere within the district.

Members wished to suggest that the following areas be considered for potential development if the Planners

Officer Comment:

Fle003.

Support for the site is welcomed.

Fle010.

It is accepted that Hocklesgate provides a restricted access as it narrows in front of Bramley Close. However, the site is shown to have an access off East Gate on the outside of a bend, in the grounds of a bungalow.

Fle017.

This site scored the best of the three sites in the Sustainability Appraisal, having 4 positive, green, aspects. However, a new larger site was submitted as part of the January 2016 consultation (Fle020), which includes most of this site, except for the part with planning permission for a dwelling fronting Fleet Road.

These two sites have been registered as Fle019 & Fle020 in the Strategic Housing Land Availability Assessment (SHLAA).

1 Fle019- The SHLAA identifies this site as undevelopable because it would have adverse environmental impacts.

2.Fle020- The SHLAA identifies this site as being developable because it is close to the village centre and facilities, which are accessible on foot without crossing major roads. However, the impact on the Conservation Area and the impact of noise from the A17 will need to be assessed and designed for.

Officer Recommendation:

Fle003.

Conclusions on site Fle003 – It is considered that site Fle003 is a suitable Potential Housing Sites in Fleet Hargate, and that it should be taken forward as a Preferred Housing Site because:

- The Sustainability Appraisal scores it slightly better than Fle010.

Fle010.

Conclusions on site Fle010 – It is not considered that site Fle010 is a suitable Potential Housing Site in Fleet Hargate, and should not be taken forward as a Preferred Housing Site:

- The Sustainability Appraisal scores it slightly worse than Fle003.

Fle017.

Conclusions on site Fle017 – It is not considered that site Fle017 is a suitable Potential Housing Sites in Fleet Hargate, and that it should not be taken forward as a Preferred Housing Site because:

- It has been subsumed into Fle020 and it will therefore be considered there.

Fle019 should not be taken forward as a Preferred Housing Site.

Fle020 should be taken forward as a Preferred Housing Site.

were looking for additional sites (both highlighted on accompanying Fleet Hargate map and marked **):

A/ Land north of Fleet Hargate behind the Bull Public House between Old Barn Court and the A17.

B/ Frontage Development off Fleet Road opposite Fle003.

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ID1: 1497 comment_author: Vale Planning Consultants

comment content:

This document forms part of the Evidence Base to the Draft Local Plan and provides detailed guidance regarding possible development sites within or adjoining the settlement of Fleet Hargate, which are suitable to deliver the required 120 no. Dwellings, over the plan period 2011-2036. This Paper identifies a total of 16 no. Completions and commitments, as at 31st March 2015, which leaves a residual requirement to provide a further 104 no. Dwellings over the plan period. The Strategic Housing Land Availability Assessment, January 2016 identifies and assesses a number of possible housing Sites within or adjacent to Fleet Hargate. Some of these Sites are discounted for development, owing to constraints which cannot be overcome or due to unsuitability, based upon location. However, Site reference Fle012, which incorporates 0.36 hectares of garden land adjacent to Fleet House, Lowgate, (within the settlement envelope of Fleet Hargate) has been assessed as being available, achievable, suitable and developable, for a residential scheme of up to 7 no. Dwellings. Such a development would need to have careful consideration of its Conservation Area setting, and particularly the mature trees along the Site frontage, along with the adjacent Grade II Listed Building. The conclusion of the SHLAA assessment in respect of this Site indicates that such a scheme is deliverable and would contribute towards the strategy of housing delivery in Fleet Hargate. Despite this conclusion, the Housing Paper in respect of Fleet Hargate does not include Site reference Fle012 as a sequentially preferable Site and we submit that this should be amended, such that this Site is allocated for residential purposes within the new Local Plan. Indeed,

Officer Comment:

Fle003.

Fle003 and Fle010 require water supply and foul water network upgrades but Fle017 does not.
All sites have the same flood risk. The Sustainability Appraisal scores Fle003 slightly better than Fle010, having two positive, green, impacts rather than one. The difference is the efficient use of transport infrastructure, where Fle003 is slightly closer to a major supermarket (Holbeach) and closer to a bus stop. It is, however, slightly further from the local shop and post office than Fle010.

Fle012.

The site holds less than 10 @ 20dph and therefore is not shown as an allocation.

Officer Recommendation:

Fle003.

Conclusions on site Fle003 – It is considered that site Fle003 is a suitable Potential Housing Sites in Fleet Hargate, and that it should be taken forward as a Preferred Housing Site because:
• The Sustainability Appraisal scores it slightly better than Fle010.

Fle012.

No change to the approach is required.

in considering the three Sites which have been identified through the Housing Paper, it is clear that Site reference Fle003 d s have constraints, which would need to be overcome, in order to allow its future development, thereby delaying its delivery. For this reason, we submit that Site reference Fle012 should be included as a residential allocation, thereby allowing its early delivery and essential contribution to housing delivery within this sustainable settlement.

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ID1: 1498 comment_author: Mouchel Consulting

comment content:

Sent on behalf of Lincolnshire County Council

Policy 2: Spatial Strategy Policy 12: Distribution of New Housing

Our client Lincolnshire County Council supports the general principles of the emerging Draft South East Lincolnshire Local Plan (the Local Plan). However, we consider that the site, detailed in the attached location plan, which forms a 13.2 hectare plot to the south/south east of Fleet Hargate, should be considered appropriate as a housing allocation. The South East Lincolnshire SHLAA (January 2016) includes as assessment of the site. Regarding achievability it comments that The site has moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 15) It is considered in the SHLAA that there are issues in terms of the site being too big in terms of the needed level of housing, but this matter could be easily addressed. The SHLAA acknowledges that development of the site 'will not have adverse impacts on natural, built or historic assets'

The evidence base to the Local Plan includes Housing Papers for each settlement where housing allocations are proposed by the Council. This details which sites are being put forward as options, the Councils assessment of the suitability of each site, and an assessment of the likely impacts of their development on local infrastructure. Further, it will not lead to the loss of, or place undue burdens on, existing infrastructure, such as

Officer Comment:

This has been registered as Fle004 in the SHLAA. It is too large for the amount of housing land been sort in Fleet Hargate.

Officer Recommendation:

No change to the approach is required.

open space, green infrastructure or community facilities. Additionally the SHLAA acknowledges that the site is accessible to Fleet Hargate's existing services and facilities and is located adjacent to Fleet Hargate's existing built-up area and that services and facilities are potentially accessible by foot, bicycle and public transport.

The associated South East Lincolnshire Housing Paper for Fleet Hargate advises approximately 120 dwellings are required between 2011 and 2036. Six new homes were built in Fleet Hargate between 1st April 2011 and 31st March 2015. As at 31st March 2015, planning permission was outstanding for the construction of 10 dwellings. The Housing Paper identifies 3 potential allocations these are the designated sites Fle003, Fle010, Fle017. The paper acknowledges that these sites have a number of constraints which are detailed below :- Allocation No: Fle003

- Foul sewage network requires upgrading for this site,
- The site is a little way out of the village.
- The Fleet Road frontage would require a footway to link to the existing network.
- Visibility when crossing Fleet Road north to south is constrained by a bend in the road and a hedge.
- Sewers and water mains cross the site.
- Little Marsh Lane is unsuitable for vehicular access in its current form.
- No developer involved.

Allocation No: Fle010

- Foul sewage network requires upgrading for this site.
- Sewers and water mains cross the site.
- No developer involved.

Allocation No: Fle017

- The site is mostly in the conservation area. This will reduce the number of dwellings the site might

accommodate.

We consider that matters concerning our site's location in Flood Zone 3 can be resolved, as discussed below. The National Planning Policy Framework and its associated Planning Practice Guidance, along with proposed Policies 4 Strategic Approach to Flood Risk and proposed Policy 28 Climate Change and Renewable and Low Carbon Energy, of the Local Plan, address development in flood zones. These policies allow for residential development to take place in Flood Zone 3, subject to compliance with the required Sequential and Exception Tests. The Sequential Test in essence, requires evidence that there are no other sustainable locations outside the flood zone. We would comment, as detailed in the Environment Agency's Flood Maps For Planning (Rivers and Sea), that the majority of the surrounding land, and much of the land within the proposed settlement boundary lies within Flood Zone 3. As part of the supporting evidence for the Plan the Council's undertook a Strategic Flood Risk Assessment. These assessments are designed to assist Council's in their choices for allocating development sites in sustainable locations, if possible away from flood zones. The Council, by their allocation of sites in the flood zone in the Draft Plan, which would have been based on the Strategic Flood Risk Assessment, acknowledge that they consider the requirements of the Sequential Test can be met. With regard to the Exception Test, this requires that in essence the flood risk can be managed for the lifetime of the development. The site would suffer from tidal inundation flooding and therefore, the principle issues are, to design the site and houses to incorporate flood prevention measures. This can be achieved by a means such as raising the ground levels, so that the floor level

of the houses are above anticipated flood levels and ensuring adequate flood evacuation measures are in place. In this case the larger size of the site will work in its favour, by making any flood mitigation to meet the requirements of the Exception Test easier and more viable to provide.

We consider the proposed site, while being located on the edge of the village, is in a highly sustainable location with easy access to appropriate facilities such as school, shops. These points are acknowledged in the SHLAA. A modest development on the site could easily provide the 120 dwelling units proposed by the Draft Local Plan for Fleet Hargate. The site would represent a significant and valuable contribution to meeting local housing need in the area and could also provide a significant provision of affordable homes in accordance with the requirements of proposed Policy 15: Affordable Housing and developer contribution and with proposed Policy 6: Developer Contributions. Being a larger site would also assist in providing a wide range of house types, to ensure compliance with proposed Policy 14: Providing a Mix of Housing of the Draft Local Plan.

In relation to potential traffic and transport issues discussions have been held with the Highway Authority in Lincolnshire County Council. They had the following comments:-

O consider the site to be capable of development with no major constraints

O Eastgate may need to be widened and that the speed limit sign location may need to be moved further south as currently the speed limit at the likely site access is 60mph.

These are issues that if required can readily be dealt

with by an appropriate Section 106 agreement or S278 Agreement under the Highways Act. The site is entirely in the ownership of the County Council. A single owner increases the chances of deliverable development of the site as this makes it more attractive to potential developers. The sites location would be in close proximity to the village, with a section being directly adjacent to the existing houses on Haven Close and Burgess Drive.

The site has a similar visual relationship to the town as the proposed designated site FleO03. The site has the benefit of having no national or local designations, such as conservation area, listed buildings, scheduled ancient monuments, open space etc. While the site will intrude into the countryside, its impact will be minimal. Such an intrusion will likely occur as necessity through the need to provide adequate housing land.

In conclusion we consider the site is compliant with national planning policy contained within the NPPF and the aims of the emerging Draft Local Plan. The site has fewer constraints to bringing it forward as a development than the allocation's proposed in the Local Plan. We consider when balanced against the proposed allocations that this site has a similar relationship to the village. It is highly deliverable, with no ownership issues, financially viable, in a sustainable location and would have clear social and economic benefits to the village.
