

## Chapter 19

# Spilsby Area

Spilsby  
Spilsby Town Centre  
East Keal  
East Kirkby  
Firsby (Station Road)  
Great Steeping  
Halton Hologate  
Hundleby  
Irby In The Marsh  
Old Bolingbroke  
Partney  
Toynton All Saints  
Skendleby  
West Keal

## Chapter 19

### Spilsby Area

19.1. Spilsby is the main service centre for a very rural catchment area of medium to small sized villages and other, scattered development. There are no main villages to provide for more localised needs, therefore Spilsby must provide a whole range of facilities and be easily accessible to surrounding settlements.

19.2. It is important that population, and thereby housing, growth occurs to enable and support the provision of these facilities. The strategy for this area is to concentrate new development in Spilsby. Whilst new housing of appropriate scale and character will be permitted in the surrounding villages (Policies H2 and H3) it is not the intention to select one or any of them for accelerated growth. The increasing customer thresholds for various services makes it unlikely that any of the surrounding villages could achieve main village status through population growth alone and without harming the village character.

19.3. Local community recreational needs of the outlying villages, however, cannot be met by Spilsby. Therefore, suggested sites for play/amenity areas in the medium-sized villages have been identified on the Inset Maps.

19.4. A large proportion of the Spilsby area, including the villages, is defined as having Great Landscape Value which will now influence the Council's decisions on, in particular, the scale and character of new development (Policy C13).

### Spilsby (Inset Maps 52 and 52.1)

19.5. With a population of some 2000, Spilsby is the smallest of the District's rural market towns. Nevertheless, its important role and function in social and economic terms within its catchment area is comparable to any of the towns in the District. The only difference is scale.

19.6. The town has undergone changes since the Local Plan of 1983 was prepared. Development of the main area allocated for housing south of Halton Road is well underway and the town's population is gradually increasing. Investment in the town centre has resulted in environmental improvements and an enlarged shopping area, with fewer vacant shops than 10 years ago. Development on the Council's Industrial Estate has continued steadily. However, this low level growth (compared to other towns) has not been sufficient to offset the loss of some very important community facilities and administrative functions in the town, which have been influenced more by financial consideration rather than local need.

19.7. Through the Local Plan policies, the Council intends to clearly indicate its commitment to continued promotion of Spilsby as a service centre and to achieve an accelerated growth rate (Policy A2).

### Land for Housing

19.8. Additional land for housing has been allocated on sites A,B,C, and D amounting to about 15.25 ha (37.5 acres) as shown on the Inset Map (Policy H1). This should cater for about 300 houses. In general, the preferred future direction for growth of the town is north easterly or easterly where land is still within easy walking distance of the town centre. However, provision of vehicle access will be a problem and in some cases may involve the need for major investment in road infrastructure or even acquisition

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For proposals relating to  
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INSET MAP 58

For proposals relating to  
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INSET MAP 52-1

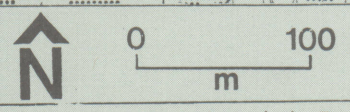
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INSET MAP 52  
Spilsby

and demolition of existing properties or also depend on revised traffic management. Potential developers will need to demonstrate how safe and appropriate access can be secured before the Council can properly consider development proposals (Policy TR3). Access to land beyond will be reserved where appropriate but it may be detrimental at this stage to allocate or give planning permission on larger areas than shown because of the limit set by the County Structure Plan allocation for the District.

19.9. The allocation is spread over four sites in a calculated approach to ensure choice and promote an accelerated house-building rate. It should avoid the problems that may arise from the allocation of a single large site, possibly being in single ownership, which could seriously delay the availability of new housing land. This situation will be closely monitored in order that alternative sites can be brought forward in any review and to ensure a high growth rate can be accommodated.

19.10. The provision of housing land in Spilsby inevitably means the loss of green field sites on the edge of the town. It is important to try and minimise the impact of new development on the town's rural setting, which is recognised as an Area of Great Landscape Value (Policy C13). It is also particularly important that the town presents itself well to visitors on its main approach roads. Therefore, development will only be permitted if its siting, design and landscaping enhances the transition between town and country.

### **Land for Industry**

19.11. The Council wants to give added impetus to the economic development of the District. One aspect of this is the continuing provision of serviced sites or purpose built premises. In Spilsby,

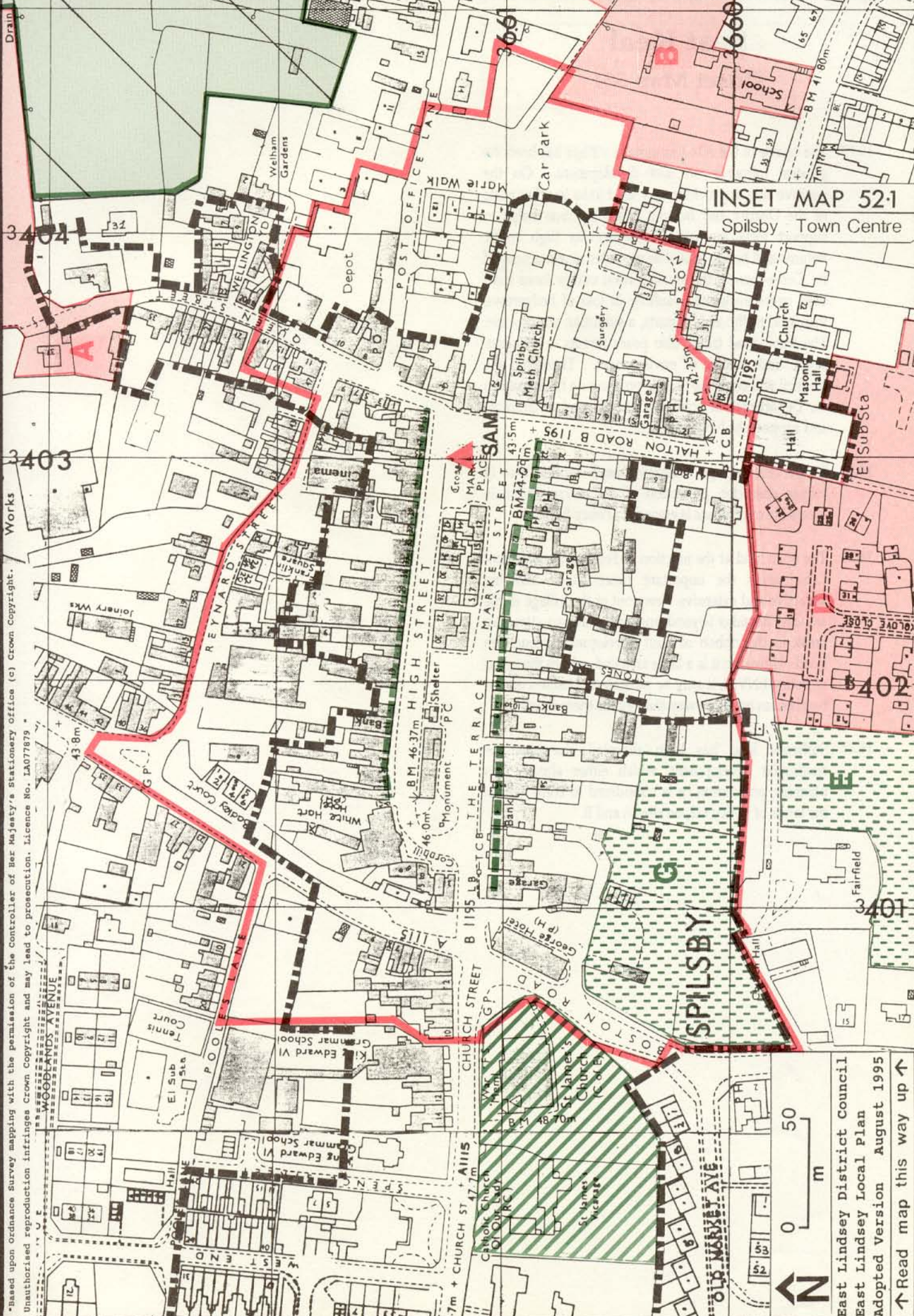
therefore, further land has been allocated for industry to the south of the existing Vale Road Industrial Estate on Site F (Policy EMP1). This area has the advantages of consolidating existing services and infrastructure, capitalising on economies of scale and having relatively easy access to Boston Road and the A16 by a safeguarded route through the Lincolnshire County Council Highways depot. The area of approximately 10 hectares shown on Inset Map 52 is considered sufficient for Spilsby's needs within and beyond the Plan period. A Development Brief will be prepared by the Council's planning policy team for the area to ensure coordinated access, provision of lorry parking and landscaping, for example.

### **Town Centre and Car Parking**

19.12. Shops and services in Spilsby Town Centre already serve over 6,000 people. Given continuing housing development in the surrounding villages and assuming that Spilsby achieves its targeted growth rate, this is set to rise to just under 8,000 people by 2001. The shopping core which the Council intends to protect has, therefore, been made larger than that of the previous Local Plan, to encourage and promote its overall viability and attractiveness.

19.13. Development opportunities in the town centre to increase floor space is limited because of the built environment and conservation implications. Therefore, the Council would look sympathetically on shopping proposals outside the shopping core (site G) provided they are within or adjacent to the town centre and contribute to parking provision. Out of town shopping provision will not be permitted as the town centre is not considered large or robust enough to survive overall.

19.14. The shoppers' environment and also the fabric of Spilsby's historic core



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Spilsby Town Centre

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 \*WOODLANDS AVENUE

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3404  
3403

3402

3401

**SPILSBY**

**SAM**

Drain

may be adversely affected by the inevitable increase in town centre traffic. Therefore, although the limited one way system and on street parking may be appropriate now, overall revision of traffic management will be necessary to minimise pedestrian/vehicular conflict in future and improve car parking provision. This could involve traffic calming and pedestrian priority areas.

19.15. The 1990 peak time survey of parking showed that 100% of available off street and 96% of on street spaces were utilised. It was noted that in addition cars were parked illegally in some places which suggests that demand is already outstripping supply. Two thirds of the total spaces are on street where increases cannot be made without adding to congestion and pedestrian/vehicular conflict. Therefore, additional off street parking is essential if the areas near 30% growth is to be catered for and customers are not deterred to other larger centres. Review of on-street parking will be particularly necessary for those streets which will become secondary or emergency accesses to proposed housing areas to the north and east of the town. An extension of the Post Office Lane Car Park as shown on Inset Map 52.1 is proposed.

## **Recreation and Amenity**

19.16. Apart from Spilsby and Hundleby, there are no formal sport and recreational facilities within the town's catchment area. Provision is below that recommended by the Sports Council. This is because the area is characterised by small villages where community resources are limited. Therefore, Spilsby's role assumes a greater importance in providing not only for sport and recreation needs of the townspeople but also for those of its catchment area.

19.17. A great proportion of recreation and amenity space is provided by the school playing fields which are not open for public use. Therefore the Local Plan policies aim to protect these in particular from development, so that opportunities for community use are not lost. (Policy REC2)

19.18. Informal recreation is often wrongly assumed to be widely available in rural areas by country walks over agricultural land. The Council, with the co-operation of some landowners, is promoting some recreational routes, especially the Franklin Way. However, the countryside around towns in particular is often subjected to uncontrolled pressure because of the concentration of people. Therefore, an amenity country park for informal activities is considered appropriate for towns under Policy REC6. An area to the north of Spilsby, shown on Inset Map 52, has been identified as having important visual amenity and will be protected. It encompasses trees protected by TPOs, definitive rights of way and private fishing facilities. The Council recognises the opportunity for increased access by both private and public provision of informal recreation activities.

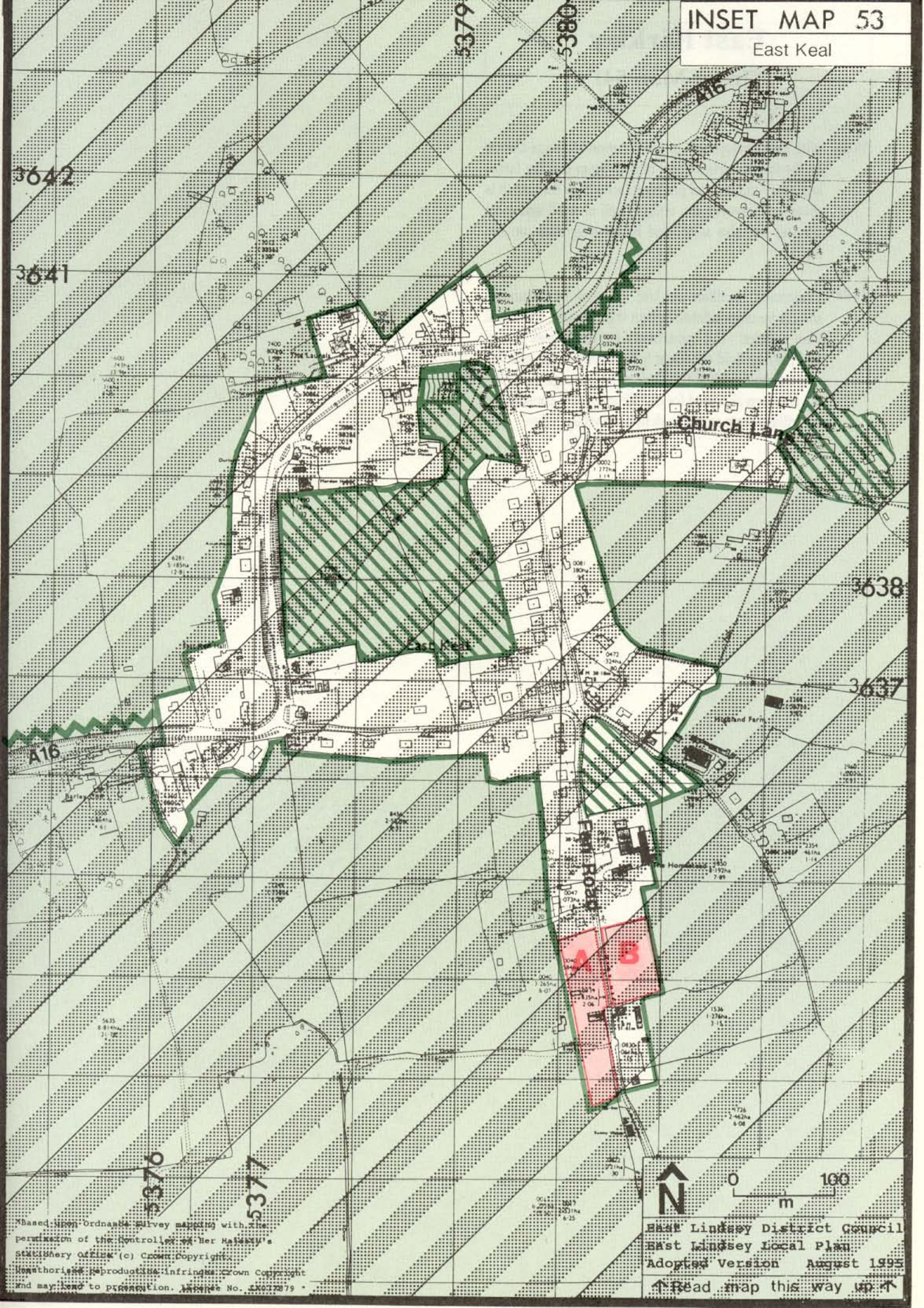
## **East Keal (Inset Map 53)**

19.19. The course of the A16 through the village has been the greatest influence on past development. On the positive side, it provides easy road links to other parts of the District and Boston. Passing trade helps to support local services. However, its high traffic volume and bendy route has restricted direct access off it. Consequently, the smaller, rural village lanes have been over-developed, resulting in loss of hedgerows, increased traffic and, in parts, a suburban atmosphere. The trunk road traffic also poses threats to villagers' safety and quality of environment. Therefore, the Council will continue to urge progress on the bypass in the Department of Transport's trunk road programme and support the Northern route.


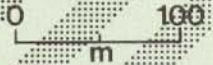
19.20. Indications are that completion of the bypass may be within the Plan period. Therefore, to prevent 'village cramming' and further loss of village character, protection of the central, publicly accessible open space is essential. (Policy ENV20).

19.21. The open land at the junction of Fen Road and School Lane serves the important functions of allowing attractive and extensive views out of the village to the wooded hillsides beyond and providing an attractive break in the ribbon of built development along Fen Road. However, it is a large area and, within the terms of policy ENV20, it may be possible to position one or two houses on it in a way that retains these functions.

19.22. Sufficient land has been allocated elsewhere for residential development, which either already has planning permission or is considered to come within the terms of Policy H2, on sites A and B.



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## **East Kirkby (Inset Map 54)**

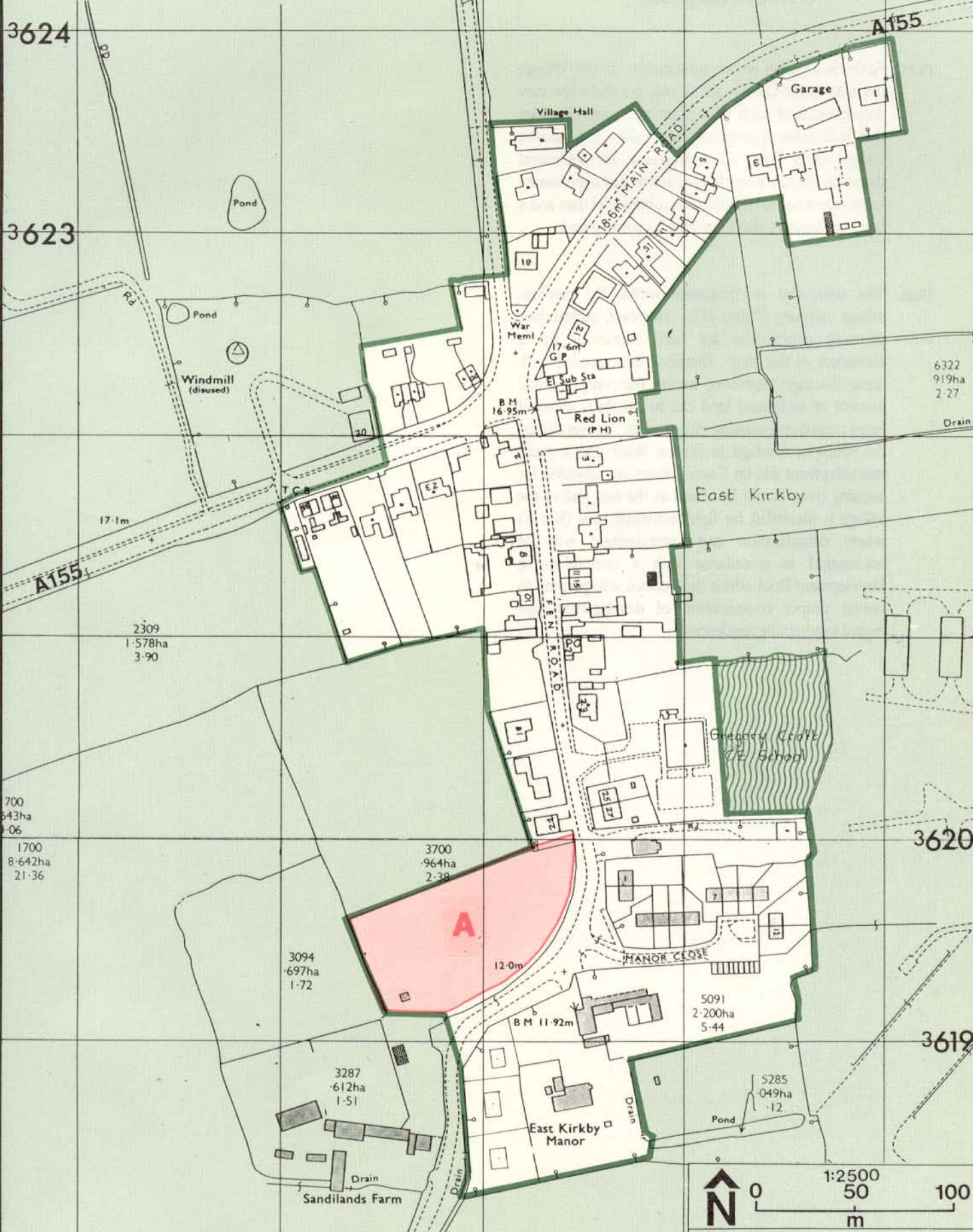
19.23. With the development of the Aviation Heritage Centre on the former airfield, east of the village poultry farms and other commercial premises, activity in the parish is diverse. However, the village itself is small and local services are also supported by passing trade on the A155.

19.24. Community facilities are few. Existing opportunities should be consolidated within the terms of the Local Plan policies. The opportunity for the former school and playing field as village hall and recreation space is one example (Policy CF1). A small frontage site, (Site A), has been allocated for dwellings to help consolidate the village form and help define the village edge.

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# INSET MAP 54

East Kirkby



3624

3623

A155

A155

700  
543ha  
1-06

1700  
8-642ha  
21-36

2309  
1-578ha  
3-90

6322  
919ha  
2-27

3700  
964ha  
2-38

3094  
697ha  
1-72

3287  
612ha  
1-51

5091  
2-200ha  
5-44

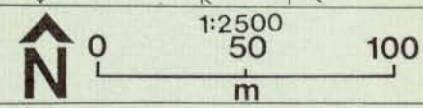
5285  
049ha  
1-12

3620

3619

5333

5334



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### **Firsby (Station Road) (Inset Map 55)**

19.25. Firsby is a parish of two settlements. Firsby Village, made up of the Church, farms, cottages and a few new properties, is of such loose form and rural character that it is more appropriate to consider it a smaller village under Policy H3. However, the settlement based on Station Road further north has experienced some recent house building, has commercial uses and a few local services also supported by passing trade.

19.26. This settlement is considered within the medium village category, (Policy H2). However, outstanding planning permissions are fairly numerous for a settlement of this size. Therefore this, coupled with some drainage problems, means that only a small amount of additional land can be justified, where it helps consolidate existing village form. Consequently, the southern frontage to Station Road and a small redevelopment site on Council Farm are allocated for housing (sites A and B). Land at the east end of the village is identified for light industrial uses (Site C) where consolidation and improvement will be encouraged in accordance with a comprehensive Development Brief which the Council will prepare to ensure proper co-ordination of development and regard to adjoining residences.

5455

5456

Eastfield Road

Firsby Sewer

5017  
5.24ha  
12.95

0021  
761ha  
1.88

3642

6.0m

3641

0008  
421ha  
1.04

C

Lindum Terrace

STATION ROAD

STATION ROAD

WAINLEET ROAD

D

Council Farm

Peace Haven

Ivy Nook

North View

Resman

Alibuy

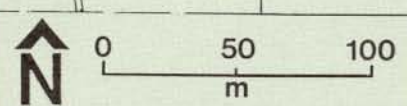
6992  
1.169ha  
2.89

6384  
660ha  
1.63

5459

5460

INSET MAP 55  
Firsby : Station Road



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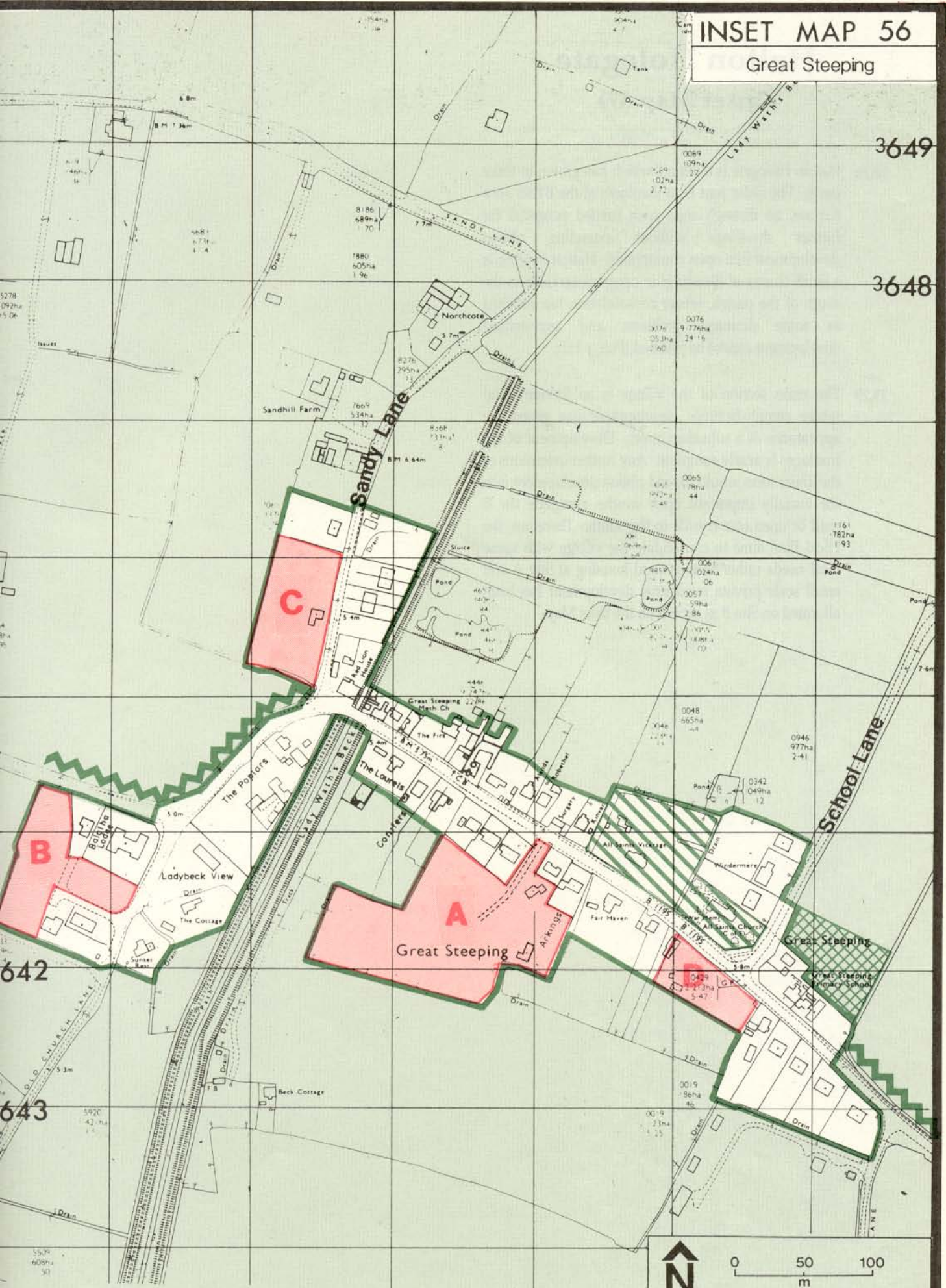
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## **Great Steeping (Inset Map 56)**

19.27. Some villages, such as Great Steeping, have come under a disproportionate amount of pressure for new housing development, simply because of the presence of development opportunities. This is reflected in the four sites (A,B,C and D) allocated for housing, which all have planning permissions currently outstanding. Availability of these sites, local drainage conditions and the moves to release more land in Spilsby means that there is no need to allocate further land for general housing in this small village.

# INSET MAP 56

## Great Steeping



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## **Halton Hologate (Inset Map 57)**

19.28. Halton Hologate is a village which has grown in three parts. The older part is to the north of the B1195 on a narrow, no through road with limited potential for further dwellings without extending ribbon development into open countryside. Halton Fenside is a small cluster of dwellings in open countryside in the south of the parish, where consolidation has resulted in some drainage problems and unrestricted development cannot be justified (Policy H3).

19.29. The main section of the village is on Station Road where recent frontage development has given the appearance of a suburban street. Development of the frontages is nearly complete. Any further extensions of the linear form would extend ribbon development into the visually important open swathe alongside the B road or open countryside to the south. Therefore, the Local Plan aims to consolidate the village with some local needs rather than general housing at Site A and small scale private residential development has been allocated on Site B as shown on the Inset Map.

# INSET MAP 57

Halton Holegate



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## **Hundleby (Inset Map 58)**

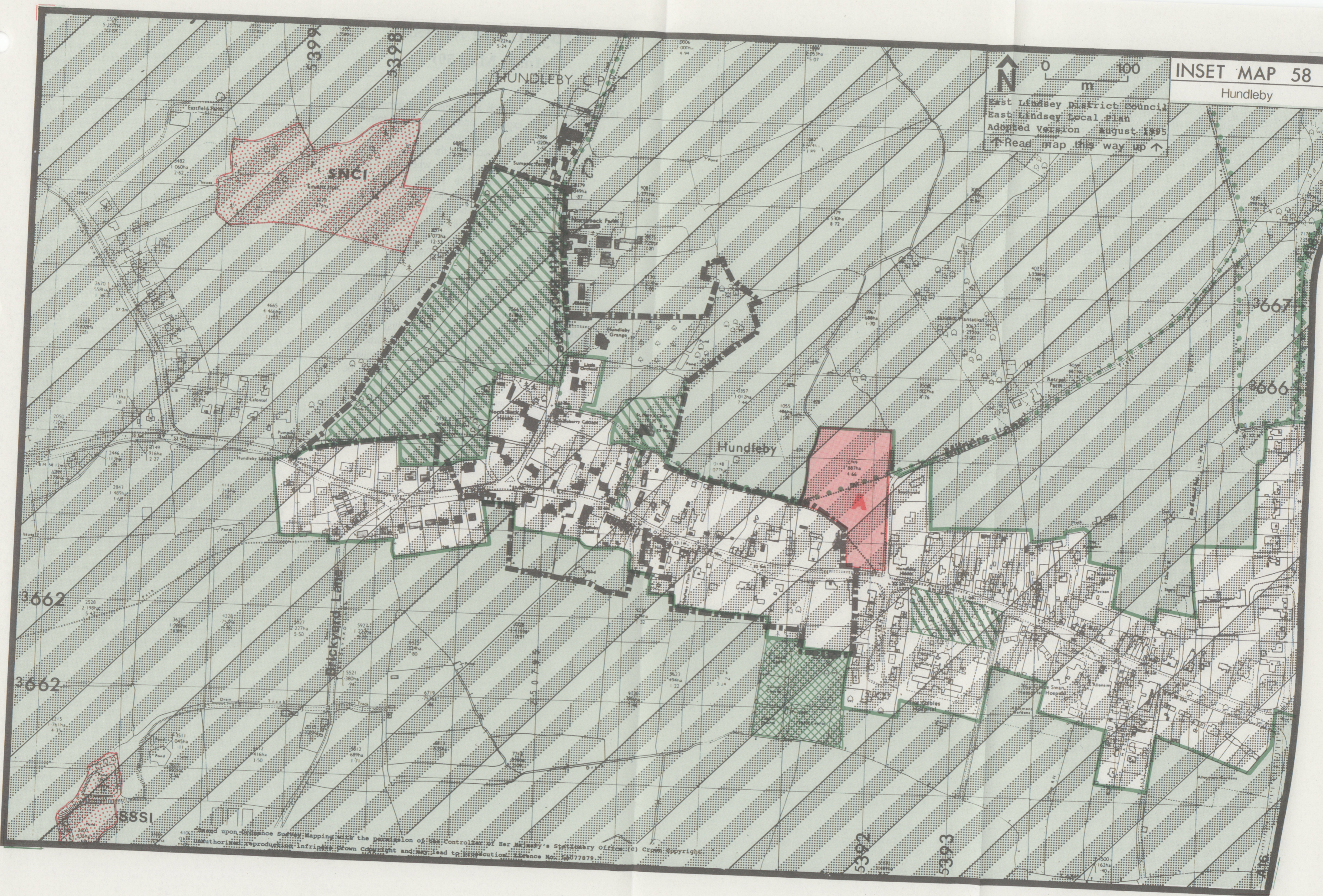
fringe location within the Area of Great Landscape Value.

19.30. In the past Hundleby's population and local services have been taken into account in designating Spilsby as a 'town' for the purposes of the District development strategy. However, it would be wrong to regard Hundleby as simply a suburb to Spilsby. The A16 as a physical 'barrier' makes Hundleby inherently unsuitable as a location for general housing provision rather than Spilsby. It makes little sense to create a situation where pedestrians and traffic have to cross this busy main road.



19.31. As a village in its own right with its own Parish Council, Hundleby has its own built form and character, part of which has Conservation Area status. There are also two Sites of Nature Conservation Importance in the vicinity (Policy ENV5). Nevertheless, because Hundleby is a sizeable village with a range of local services and facilities, a balance needs to be struck between demand or pressure for new housing and the appropriate scale of development to which the local services and environment could support. It is very important also that any new development which is permitted should be in keeping with the character of Hundleby.

19.32. A suitable and available amenity or play area is not apparent at present but the Council will consider any opportunities when they arise. One option may be for any major housing development, which adds to the need for recreation space, to make a contribution towards providing it.

19.33. Proposals for urban or suburban forms of development will be judged inappropriate under Policy H2. Outstanding planning permissions especially on Site A are considered sufficient to Hundleby's general housing needs. Detailed proposals will need to show how development is to relate to and be in keeping with its edge of village, rural



**INSET MAP 58**  
Hundleby



  
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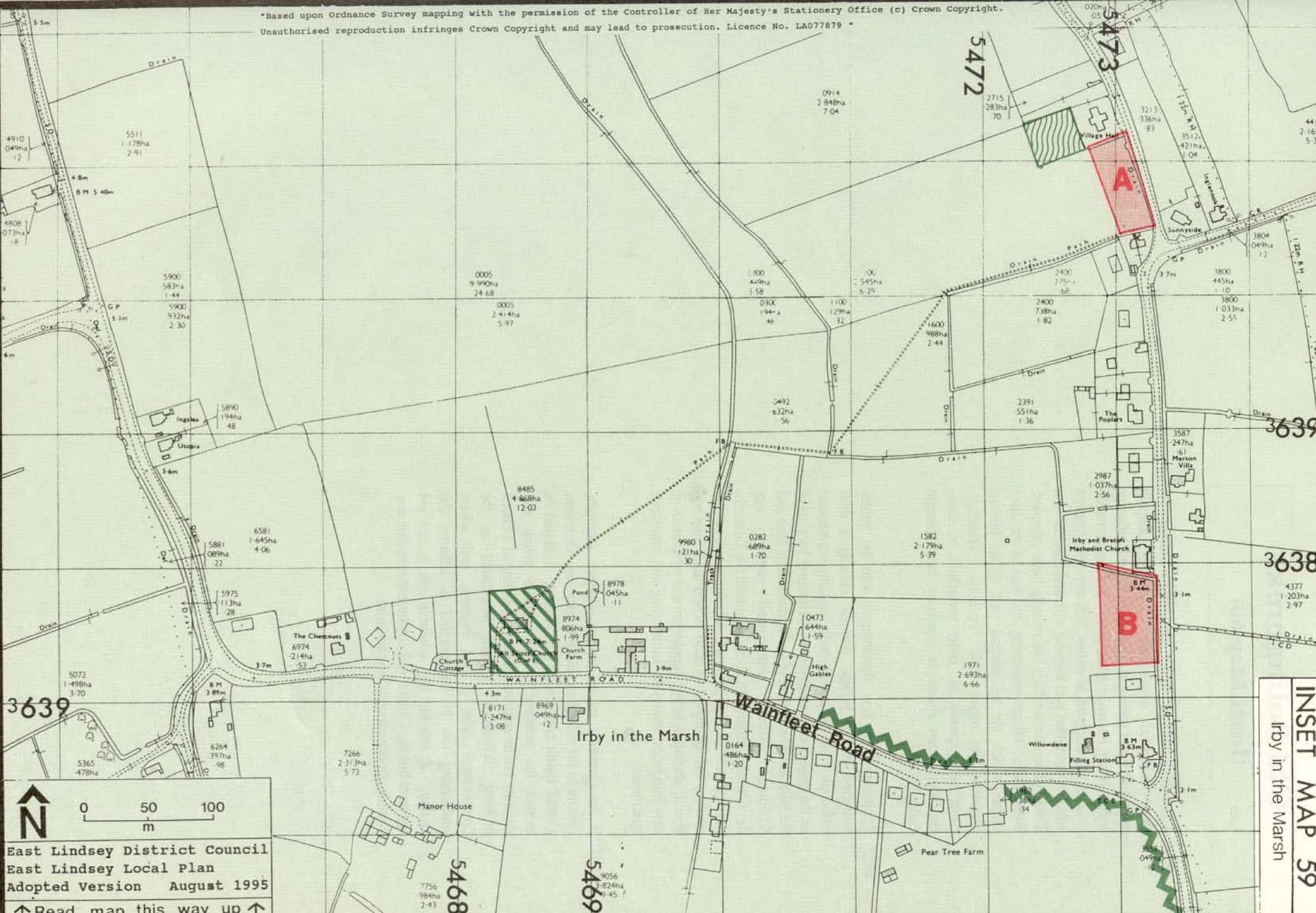
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## **Irby in the Marsh (Inset Map 59)**

19.34. Homes and farmsteads are scattered throughout the parish in a flat, expansive landscape where the spirit of Policy C19 should be followed. Scattered, ribbon development along a section of the B1195 only barely creates the impression of a village, where a few local services and facilities, also serving surrounding parishes and passing trade, are located. Therefore, a balance needs to be struck between new development of an appropriate scale and location and the need to avoid environmental, access and service problems of scattered and ribbon development (Policy H2).

19.35. Estate type or depth development is inappropriate. Therefore, provision has been made for additional frontage plots on Sites A and B where the disadvantages of multiplying the individual accesses on to the through road can be avoided. In particular, Wainfleet Road, running southwards out of the village, retains its essential rural aspect and cannot be described as built up. Therefore, infill is not applicable as it would consolidate ribbon development and would conflict with Policy H10.

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**INSET MAP 59**  
 Irby in the Marsh

## **Old Bolingbroke (Inset Map 60)**

19.36. The village has been under considerable pressure for new residential development with its unspoilt appearance and setting in the Area of Great Landscape Value, being its main attractions. The conservation policies are designed to ensure that any development which is permitted is in keeping with and enhances the Conservation Area which has recently been extended. Nevertheless 'village cramming' and loss of the open spaces which are an integral part of its historic character, are major, local concerns. Therefore, particular emphasis to confer protection on these important open spaces is necessary here through Policy ENV20.

19.37. To ensure that new development can be tightly restricted in the village, without causing a total embargo, a redevelopment site for housing is proposed on the edge of the village (Site A). However because of the very sensitive nature of the Conservation Area and Scheduled Ancient Monument setting, any development must be in accordance with the Council's development brief which will set out requirements relating for example, to road access and informal layout, amenities, siting, appearance and proportion of new buildings, materials, landscaping and boundary treatments.

19.38. If the Council's inland tourism strategy succeeds, visitors to the village are likely to increase. Therefore, a small visitor car park may be needed. It should be located for example, where suitable access and visibility can be achieved; where the setting of a Listed Building, Scheduled Ancient Monument or the Conservation Area is not harmed; and where landscaping can be incorporated to enhance the locality. A suitable and available site is not yet apparent but the Council will continue to consider any suitable opportunities when they arise.

INSET MAP 60

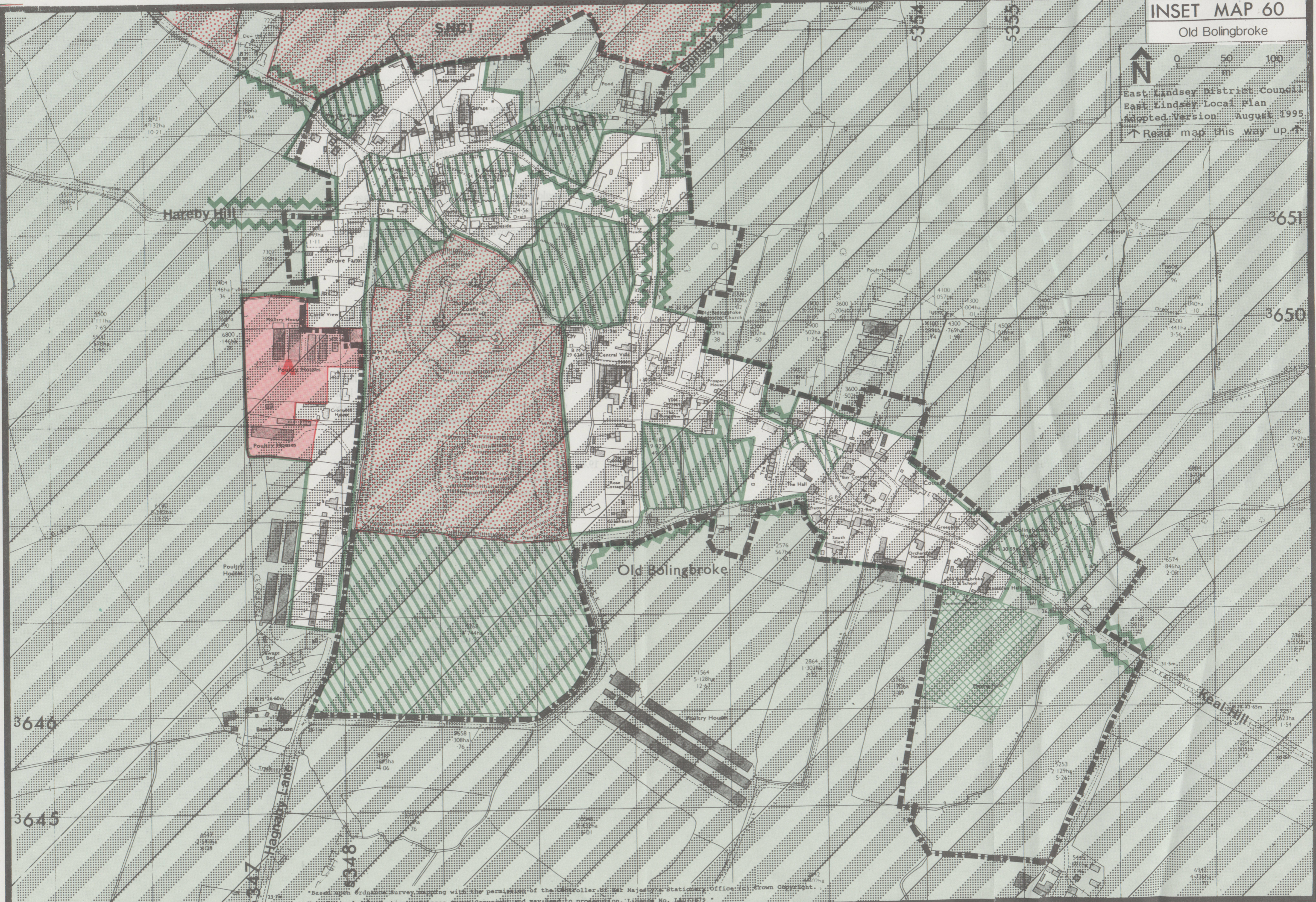
Old Bolingbroke



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## **Partney (Inset Map 61)**

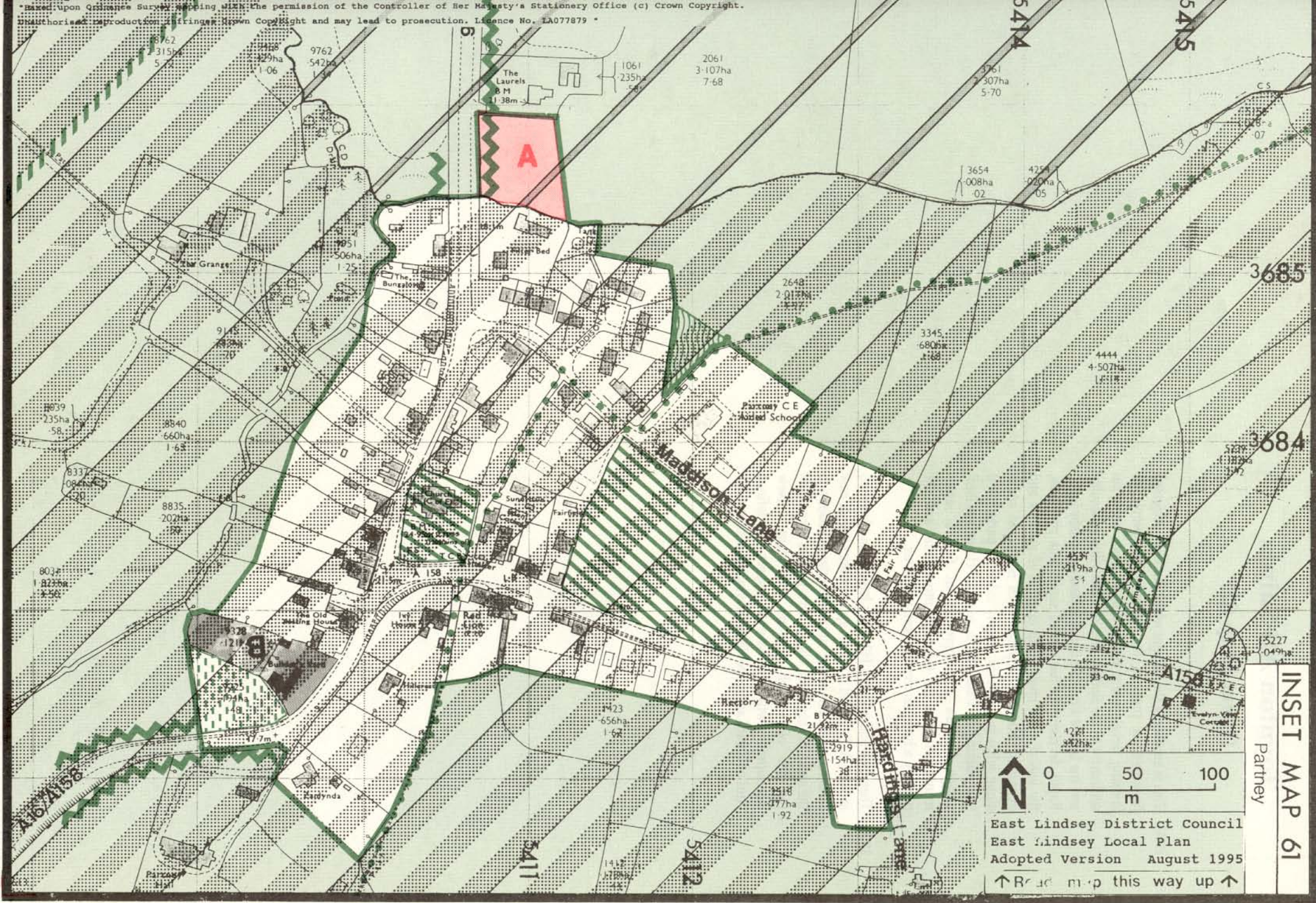
19.39. The main issue relating to the village's future development is the provision of both the Partney (West) A16 and A158 by-passes. Whilst the western alignment of the A16 by-pass has been agreed by the Department of Transport any future alignment of the A158 has not yet been decided. An A158 bypass would remove extraneous traffic from the village with these benefits: -

- improved pedestrian and vehicular safety at the existing poor junction in the middle of the village;
- a reduction in vibration and dust effects on the village fabric and environment;
- the resolution of access problems inhibiting new development in parts of the village.

19.40. However, one disadvantage may be the reduction of passing trade to the local shop. The village has a primary school, village hall and some local employment uses. Therefore, provision of some general housing development is considered appropriate.

19.41. Only a small site off the A16 (Site B) has been allocated at present; further sites will depend on implementation of the main road schemes. The visual focus of the village is the Church which sits in a prominent position. It is proposed to consider designating a Conservation Area encompassing the older part of the village, including some Listed Buildings.

19.42. A redevelopment site for rural workshop/light industry, Site A, has been identified and any such development would be required to enhance the appearance of the village when approached from the south. A brief prepared by the Council's Planning Policy Team would help to show how this could be achieved.



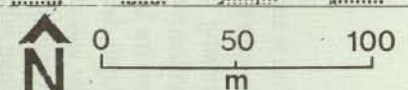
**A**

**Maddison Lane**

Parsonage CE Aided School

The Old Milling House

Rectory



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**INSET MAP 61**  
 Partney



## **Toynton All Saints (Inset Map 62)**

19.43. This is another of the villages which has been subjected to increasing pressure for general and speculative housing development partly due to there being no settlement in the Spilsby area of main village capacity and the lack of available housing land in Spilsby itself. Rapid development has caused septic tank problems, the loss of open spaces, sub division of gardens and extended ribbon development both north and south along what is a narrow, steeply sided in parts, rural lane, lacking in footpaths in places. However, local village facilities are improving in that a sewer requisition is in the Council's programme and the primary school has recently been improved.

19.44. Therefore under Policy H2, areas have been identified at Sites A, B, D and E for an appropriate scale of new housing on the remaining suitable frontages, mainly to the south of this linear village, which takes account of the line of a high pressure gas main. New development will now have to respect the defined Area of Great Landscape Value in which it is situated.



### **Skendleby (Inset Map 63)**

19.45. Skendleby is a small village nestling in a more attractive part of the Wolds AONB. Growth has been small scale and incremental allowing, by and large, new development to integrate with the old and thus maintaining the village character.

19.46. The further spread of new development into the open countryside would adversely affect, not only the village character itself, but also its setting within the Wolds AONB. It will, therefore, be resisted. Much growth in the community is accommodated by planning permission for the conversion of Skendleby Hall into 20 flats.

INSET MAP 63

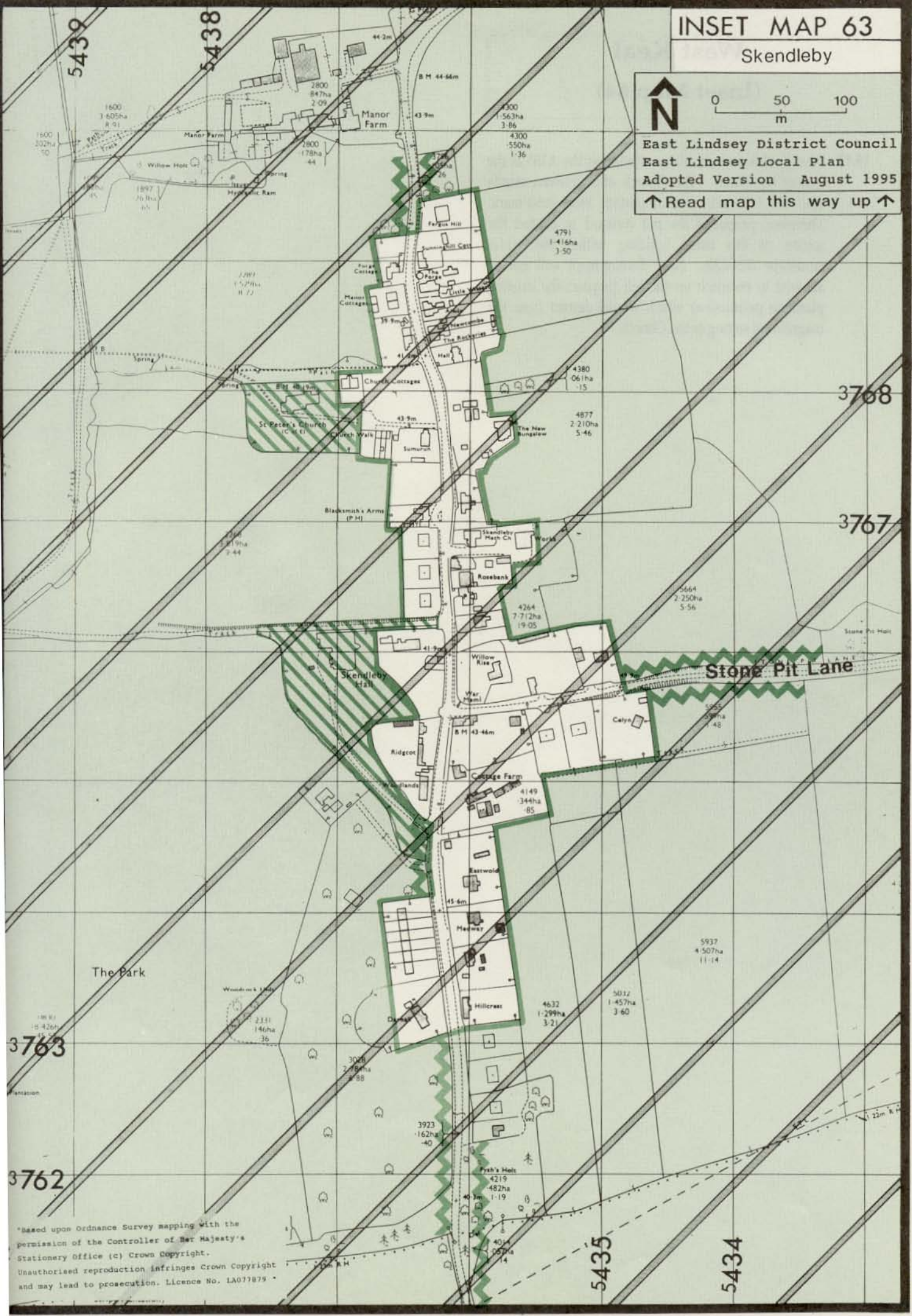
Skendleby



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The Park

Stone Pit Lane

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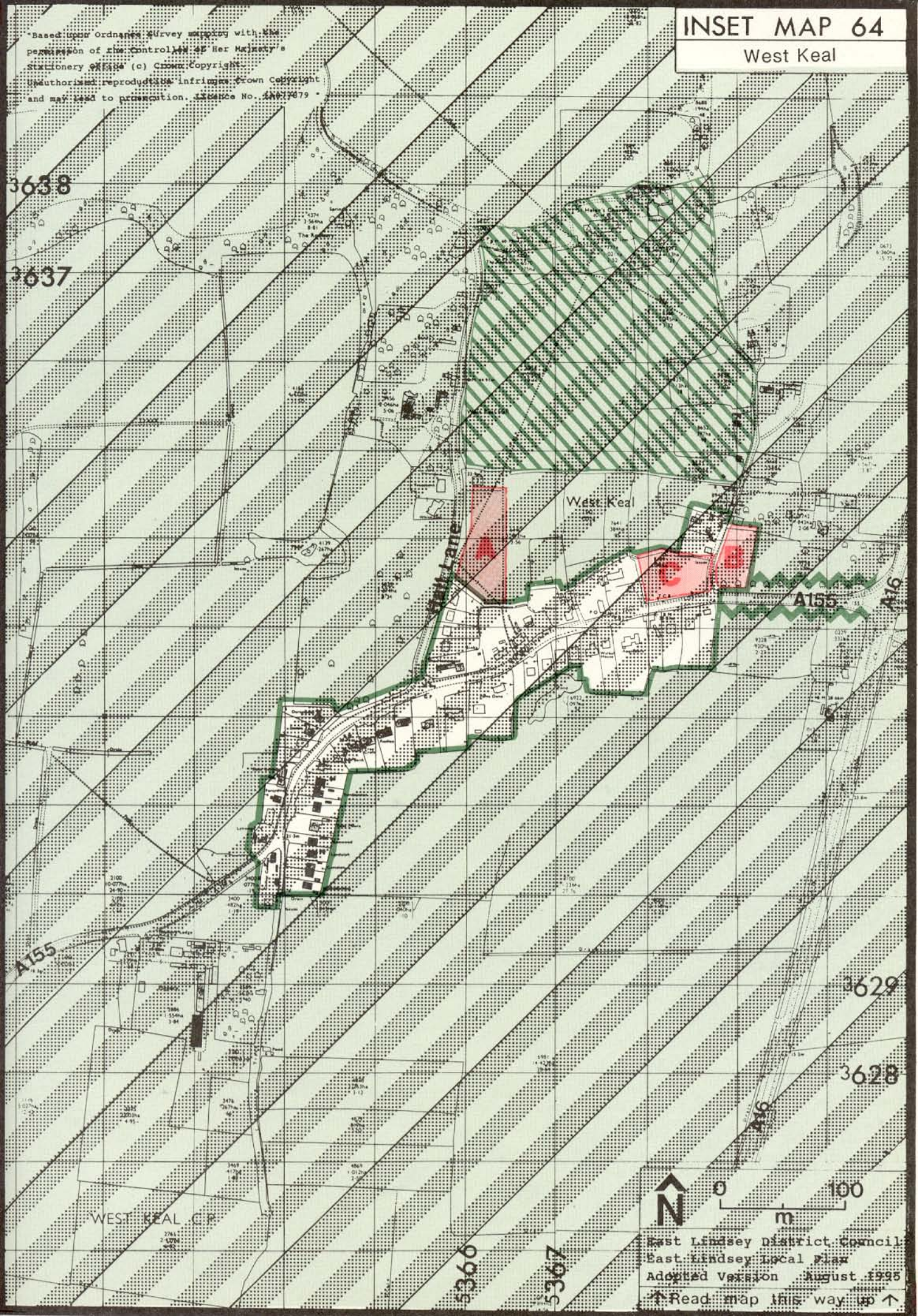
## **West Keal (Inset Map 64)**

19.47. West Keal is a small village straddling the A155 at the foot of the Wolds. The Church of St. Helens stands atop the hill and is an important local land-mark. Therefore, proposals are put forward to protect the setting of this listed building within the wider landscape (ENV20). New development will not be allowed to encroach up the hill (beyond the existing planning permission) which would detract from the magnificent setting of the Church.

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# INSET MAP 64

## West Keal



3638  
3637

West Keal

Gull Lane

A155

A16

A155

3629

3628

WEST KEAL C.P.



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366

367