



Independent Examination: Central Lincolnshire Local Plan Review (2022)

Matter 7: Housing Sites

Church Commissioners for England

November 2022

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Sites with Planning Permission and/or Under Construction

Question 1: “What is the latest position regarding the sites listed under Policies S77, S78, S79, S80, S81 and S82? Are any changes necessary to ensure that the Plan is up-to-date upon adoption?”

- 1.1. The Church Commissioners are the sole landowner of two sites within the listed policies within the Draft Local Plan.
- 1.2. Draft Policy S80: Housing Sites in Large Villages allocates Land South of Bracebridge Heath (ref NK/BBH/003) for residential development comprising 241 dwellings. Planning application ref. 20/0057/OUT received resolution to approve from Planning Committee in February 2022. S106 discussions are well advanced, and we anticipate that the Section 106 agreement will be signed, and a decision notice released before the end of this year. It was estimated that the site could accommodate c. 300 dwellings.
- 1.3. Draft Policy S81: Housing Sites in Medium Villages allocates Land North of Corn Close, Fiskerton (ref WL/FISK/001A) for residential development comprising 122 dwellings. The Church Commissioners for England’s technical team have prepared a suite of technical documents and a masterplan to support the draft allocation. It is considered that no updates are necessary to the draft allocation wording.

Sites Allocated in Neighbourhood Plans

Question 5: “Which sites proposed for allocation in the Local Plan, are already allocated in made Neighbourhood Plans?”

- 1.4. The Bracebridge Heath Neighbourhood Plan was formally adopted by the Full Council on 28 April 2022. The Neighbourhood Plan recognises that CL415 Land to the east Of Sleaford Road is allocated for development, however it does not allocate the site as well, as it cross refers to the Local Plan.

Issue 5 – Medium Villages – Policy S81

WL/FISK/001A – Land North of Corn Close, Fiskerton

Question 29: “What effect will the allocation have on the rural character of Fiskerton? How has this been considered as part of the preparation of the Local Plan?”

- 1.5. The Central Lincolnshire Local Plan Review Growth Options Paper (March 2022)¹ outlines that one area of change for the growth strategy compared to the strategy used in the existing 2017 Local Plan, is that villages near to the Main Towns are considered to have an important role in supporting these centres, recognising the ability of residents within these locations to access facilities and services in the Main Towns.
- 1.6. As a result of this, sites within Medium Villages have been allocated for development, including sites at Fiskerton. The Commissioners are supportive of the identification of Fiskerton as a Medium Village, given that it has a number of services including a primary school, a post office, places of worship, a village hall, mobile library services and a frequent bus service, and that new development in this location will support these facilities.
- 1.7. The site is well located within the settlement pattern and can be incorporated into the village through careful attention to design and landscaping.

Question 30: “What is the justification for the access being taken from Corn Close and Hall Lane? How have effects on the highways network and safety been considered?”

- 1.8. The Church Commissioners for England previously submitted a Transport and Access Statement prepared by Pell Fischmann as part of their Regulation 18 representations.
- 1.9. The site will be accessed via Corn Close to the south and Hall Lane to the east. The access from Corn Close is proposed to take the form of an extension of Corn Close, comprising a suitable width carriageway with footways provided on either side. The access onto Hall Lane would take the form of a new priority junction, also comprising a suitable width carriageway with footways provided on either side.
- 1.10. It is anticipated that the majority of pedestrians, cyclists and vehicles would access the site via the extended access from Corn Close, due to its closer proximity to local facilities and amenities, as well as closer proximity to key routes out of the village. However, by providing two means of access, intensification of movements on Corn Close would be reduced.

¹ <https://www.n-kesteven.gov.uk/resources/assets/attachment/full/0/133704.pdf>

- 1.11. It is predicted that a development of approximately 122 dwellings would generate around 60 two-way vehicle trips (around 19 arrivals and 41 departures) in the weekday AM peak hour and around 55 two-way vehicle trips (around 40 arrivals and 15 departures) in the weekday PM peak hour. It is considered that a development of this scale at the site would have a minimal impact on the surrounding highway, and the operation of the wider highway network and nearby junctions. The site's good connections to existing sustainable transport opportunities, including public transport, as well as being within convenient walking distance to key local services and amenities within Fiskerton village, would likely result in a further reduction in car-based trips. The site is considered to be in a sustainable location, in accordance with the requirements of the National Planning Policy Framework.
- 1.12. In relation to highway safety, it is anticipated that as part of any future planning application, consideration would be made for extending the existing 30 mph speed limit north of the site on Hall Lane. A review of road traffic collisions resulting in personal injury – with two reported incidents over a five-year reporting period between 2016 and 2022 – concludes that there are no inherent road safety concerns, or collision risks or trends, in the vicinity of the site. However, extending the existing 30mph speed limit is considered advantageous noting the increased pedestrian, cyclist and traffic movements that would occur in the area in the future.

Question 31: “How will development address the issue of low voltage power lines along the southern boundary of the site? Is it clear to decision-makers, developers and local communities what is required to mitigate the impacts of development on this infrastructure?”

- 1.13. This matter will be addressed at detailed design stage. It is anticipated that the low voltage power lines would be undergrounded but, if not, the development could be delivered with the power lines in place through the maintenance of appropriate stand off distances.



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