



Central Lincolnshire Local Plan Examination

Matter 7 – Housing Sites

Hearing Statement

November 2022



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Appendices

Appendix 1 - Site Access Plan

MATTER 7 – HOUSING SITES

Issue – WL/WELT/001A – Prebend Lane, Welton

Q40. What is the justification for the scale of residential development proposed through new allocations at Welton? Is the cumulative scale of development proportionate to the size of the village and services on offer?

- 2.1.1 This hearing statement has been prepared in respect of Gladman Developments Ltd's (herein referred to as 'Gladman') land interest at 'Prebend Lane, Welton'. Gladman are actively promoting the site on behalf of the landowners. The site has been identified by the councils as a draft housing allocation within the Proposed Submission version of the Central Lincolnshire Local Plan (PSCLLP) for 195 dwellings under Local Plan Policy S80 (ref: WL/WELT/001A – Prebend Lane, Welton) and its allocation is supported.
- 2.1.2 In terms of the justification for the scale of residential development proposed through new allocations at Welton, this is a question for the councils to respond to. Gladman are supportive of the councils' decision to direct further housing development to the 'Larger Villages' as part of the councils' spatial strategy, and the decision to direct the majority of this growth to Welton as one of the largest of these villages and situated in a highly sustainable location.
- 2.1.3 The site is bounded by open countryside to the north and west, existing residential development and a caravan park to the east and Cliff Road/Heath Lane forms the southern boundary. The two fields of the site which lie immediately to the west of existing residential development have been identified by the councils as a draft housing allocation. The site is located within easy walking and cycling distance of all the local facilities and services within the village (see paragraph 2.1.6). It is considered that all local facilities and services are within a 5-10 minutes walk from the site centre.
- 2.1.4 Welton is designated as a 'Large Village' in Policy S1 of the PSCLLP as it meets the criteria of having an existing housing stock of 750+ dwellings as of 1st April 2018. The latest information publicly available on the Welton-by-Lincoln Parish Council website

states that ‘the current population [of the village] is around 6,000 residents in approximately 2,000 homes’¹.

- 2.1.5 Welton is allocated to deliver a minimum of 871 dwellings over the 2018-2040 plan period. This is the second highest housing requirement out of all the Large Villages in the PSCLLP, with only Waddington (996 dwellings) allocated a higher apportionment. Between 2018-2021, 146 dwellings were completed in Welton with a further 267 dwellings benefiting from planning permission and an additional 458 dwellings have been allocated through the PSCLLP. It is important that provision be made for growth in Welton over the forthcoming plan period to ensure the continued vitality and viability of the village. This approach is supported by paragraph 55 of the National Planning Policy Framework (NPPF).
- 2.1.6 Welton benefits from a good range of local services and facilities including; a primary school, a secondary school, a health centre, a village hall, a range of shops and several other key facilities. The village has good public transport connections to the wider region, especially the city of Lincoln via the no. 12 bus (half hourly service Mondays-Saturdays) and five services on Sundays. In addition, there is the opportunity available to travel to wider destinations including; Nottingham (1 hour), Sheffield (1hr 15 mins) or London (1hr 58 mins) via Lincoln Central train station. The city of Lincoln is located just a 15-20 minute drive from the centre of the site. The sustainable nature of Welton is demonstrated within the ArcGIS Story Map which Gladman submitted in response to the Central Lincolnshire Local Plan Regulation 19 consultation.
- 2.1.7 The cumulative scale of the draft allocation site (195 dwellings) would result in a <10% increase to the overall housing stock currently in the village. The proposed scheme would help support the viability and vitality of local businesses, schools and the health centre within the village and generate approximately £5.5m in residential expenditure per annum.
- 2.1.8 As a minor modification to the PSCLLP, Gladman recommend amending the allocation reference to “Cliff Road, Welton” as the site is not directly connected to

¹ <http://www.welton-by-lincoln-pc.gov.uk/> (last accessed on 31st October 2022)

Prebend Lane, which lies to the east of the existing housing estate and a caravan park to the east of the site.

2.1.9 Q41. What is the site area based on and how has it been established? How have issues such as the settlement edge and the character and appearance of the village been taken into account in allocating the site?

2.1.10 This is a question for the Councils to answer.

2.1.11 The site area is based on the two field parcels which have been identified for housing allocation. The site retains the shape and form of the settlement of Welton, mirroring the development line to the east of the site and would not result in an incursion into the countryside.

Q42. Is the site allocation appropriate and justified?

2.1.12 Gladman believe that there are no technical or other constraints which would prevent the site from being brought forward for residential development.

2.1.13 The Councils Housing Delivery Paper (ref: HOU088) sets out in Appendix 1 (Site trajectories) that housing completions from this site can be expected from monitoring year 2027/28 onwards, with an average annual build-out rate of between 15-20 housing completions until 2039/40. Gladman currently anticipate submitting a planning application on the site at a much earlier stage and believe the site can be deliverable and developable within the next five-year period. If planning permission is secured, Gladman would then market the site to prospective national and regional housebuilders who would want to be in a position to deliver the site at a much quicker build-out rate than envisaged by the councils, with a higher average build-out rate of approx. 35-40 dwellings per annum.

2.1.14 The site was assessed in the HELAA 2020 Report – Appendix E West Lindsey (ref: HOU003c) under site reference WL/WELT/001 and CL4087 (old site reference) and subsequently (as a smaller site) in the Residential Allocations WLDC Part 2 Report (ref: HOU002f) under site reference WL/WELT/001A. There are no significant constraints i.e. heritage, flood risk, highways which would restrict housing development from being delivered on this site.

2.1.15 Gladman will instruct expert technical consultants to undertake a series of background technical studies and assessments to support the site's delivery to informing a future planning application submission. It is not expected through the preparation of these documents that any significant constraints which would preclude the site's development:

- **New Homes** - The site could deliver a wide range of market and affordable housing to meet existing needs, with 25% of the proposed units, in compliance with draft Policy S22 (Affordable Housing) of the PSCLLP, being delivered as affordable housing.
- **Natural Environment** - Any development would be carefully masterplanned to take account of and retain all existing landscape features wherever possible, accompanied by new areas of green infrastructure planting. Views of the site from the wider surrounding area are largely restricted by existing residential properties, landscape features and intervening vegetation. Through the provision of new green infrastructure planting and other ecological enhancements, the development of the site can achieve net biodiversity gains. Gladman are also aware of the expectation that the development of the site would also achieve net biodiversity gains when measured against the Defra Metric.
- **Transport and Accessibility** - Gladman is satisfied that the site can be safely accessed from Cliff Road/Heath Lane via a simple priority junction. Appropriate cycling and walking routes would be provided within the site and will be incorporated into any development proposals. A future outline planning application on the site would be supported by a Transport Assessment and a Framework Travel Plan. Gladman is willing to provide proportionate developer contributions towards any identified need for enhanced accessibility infrastructure.
- **Utilities and Environmental Protection** - A surface water drainage strategy developed in accordance with Sustainable Urban Drainage principles will be employed as part of the site's development, ensuring the proposals do not increase the risk of flooding on-site or elsewhere, whilst the site could be safely developed in relation to flood risk and the risk of flooding would not pose a

constraint to their development. The proposals could be designed to mitigate the impacts of climate change, with a noise assessment forming part of a future planning application submission.

- **Historic Environment** - The development of the site would not have an unacceptable impact on the setting or significance of any heritage assets, with the nearest listed buildings to the site situated in the village centre of Welton circa. 500m away. There is no intervisibility between the site and the nearest Listed Buildings, and views between the existing Listed Buildings in the centre of Welton and the site are heavily filtered by intervening buildings and vegetation.
- **Open Space** – The site could be developed to meet the councils minimum open space standards. In common with any necessary enhancements to community facilities, proportionate developer contributions to address any identified need for enhanced leisure facilities and playing pitch provision would be provided.
- **Community Facilities** - Any development would be accompanied by proportionate developer contributions towards the delivery of new community infrastructure, including any identified need to provide additional primary and secondary school facilities and increased healthcare capacity. Gladman would be willing to agree to all requests for developer contributions that meet the relevant requirements of paragraph 57 of the NPPF and Community Infrastructure Levy (CIL) Regulations 122 and 123.

2.1.16 Overall, it is considered that the allocation of 'Prebend Lane, Welton' for 195 dwellings within Policy S80 is soundly based and is reflective of the core planning principle of delivering sustainable development.

Q43. How will the site be accessed? Is this sufficiently clear enough to be effective?

2.1.17 Gladman instructed Prime Transport Planning (PTP) to undertake a desk-based site access appraisal to demonstrate that vehicular access can be safely accessed from Cliff Road/Heath Lane.

- 2.1.18 It is proposed that the site will be accessed from Cliff Road/Heath Lane via a simple priority junction. The proposed access would consist of a 5.5m wide carriageway and two 2m wide footways in accordance with Manual for Streets geometric requirement for a residential access.
- 2.1.19 Whilst it is understood the trees along the site frontage are not subject to Tree Preservation Orders, PTP have positioned the site access circa 100m west of the eastern boundary to avoid the trees and maintain as much vegetation as possible (see Appendix 1). The position of the site access is however relatively flexible due to the wide grass verge on the northern side of the carriageway.
- 2.1.20 As part of the access proposals, Prime suggest that the existing change in speed limit is relocated west of the site frontage. The relocation of the speed limit would help to reflect the change in residential nature however agreement would need to be sought with the local highways authority and a Traffic Regulation Order would be necessary following the granting of planning permission for the development. The Access Plan drawing (ref: P22081-001 – Appendix 1) shows that a 2.4m x 90m visibility in accordance with DMRB for a 30mph speed limit appears deliverable and is likely to require little to no vegetation removal given the wide grass verges. The existing footway along Cliff Road/Heath Lane should be extended along the site frontage up to the proposed access. Given the wide grass verge, this could either run alongside the carriageway or be set back to align with the existing footway further east.
- 2.1.21 In addition, PTP have also undertaken speed surveys on w/c Monday 31st October 2022. This data is not available at the time of submission of this Hearing Statement, however it will be available in advance of the hearing session and Gladman would be happy to submit this additional evidence to the Inspectors, via the Programme Officer, if requested.

Q44. What is the justification for the primary access being taken from Heath Lane? How have effects on the highways network and safety been considered?

- 2.1.22 As set out in our response to Question 43, PTP have undertaken a site access appraisal and speed surveys to demonstrate that a site access via Cliff Road/Heath Lane can be delivered safely.

- 2.1.23 Along the site's frontage and up to the A15, the road is rural in nature, subject to national speed limit (60mph) and no street lighting is present. Along this section, the carriageway measures circa 6m in width and has wide grass verges either side.
- 2.1.24 Heading eastwards into the village of Welton, the speed limit changes to 30mph at the eastern end of the site frontage, highlighted with change in speed limit signage, high friction surfacing, speed roundels and a Vehicle Activated Sign. At this point, the road becomes more residential in nature with circa 1.5m - 2m wide footways either side of the carriageway and street lighting. The footway on the northern side of Cliff Road/Heath Lane is separated by a circa 3m wide verge and the footways provide a continuous connection in the centre of the village. An on-street parking lay-by is situated circa 60m from the eastern edge of the site's frontage. The A15 is accessible via Cliff Road/ Heath Lane circa 3.3km west of the site and provides a direct connection to the city of Lincoln to the south and the M180 to the north. Along this section of road, the A15 is a single lane carriageway, subject to 50mph and has a shared footway/cycleway along the western edge down towards Lincoln.
- 2.1.25 To gain an understanding as to whether there are any road safety issues that may influence the form and location of any potential access to the site, a review of accident data contained on the CrashMap database has been undertaken. This review concentrated on the Cliff Road/Heath Lane corridor from its junction with the A15 in the west to its junction with Lincoln Road in the east. The CrashMap database latest information available (between 2017 and 2021) demonstrates that no accidents have occurred along the site's frontage and only three accidents along Cliff Road/Heath Lane to the west.
- 2.1.26 A review of the above would suggest that there are no deficiencies in the existing highway network, or existing safety issues within the vicinity of the site, that would be exacerbated by the development of this site.

Appendix 1 – Prebend Lane, Welton – Site Access Plan

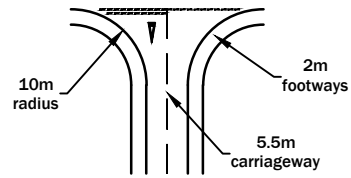
KEY

INDICATIVE SITE BOUNDARY

**2.4m X 215m VISIBILITY SPLAY
(BASED ON DMRB @ 60mph)**

**2.4m X 90m VISIBILITY SPLAY
(BASED ON DMRB @ 30mph)**

ACCESS DIMENSIONS



Visibility splays drawn in accordance with 60mph likely to require substantial vegetation loss.

- Position of access and length of visibility splays subject to speed survey.
- extent of vegetation loss subject to topo survey

Access location positioned to avoid trees within verge. Position is relatively flexible subject to topography, speed surveys and highway boundary information

Suggested footway is provided along site frontage to tie into existing provision

Suggest 30mph change in speed limit is relocated west of proposed site access

**Suggested location
of change of speed
limit - subject to TRO**



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Rev	Date	By	Revision notes

DISCLAIMER

- DISCLAIMER**
- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
 - PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
 - PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
 - DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
 - THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project	
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PREBEND LANE, WELTON, LINCOLNSHIRE

	Title
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SUGGESTED ACCESS STRATEGY

Drawn by
CM

Issue date
28 OCT 2022

Scale(s)

1:1250 @ A3

Drawing No	
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P22081-001

Status	
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INFORMATION