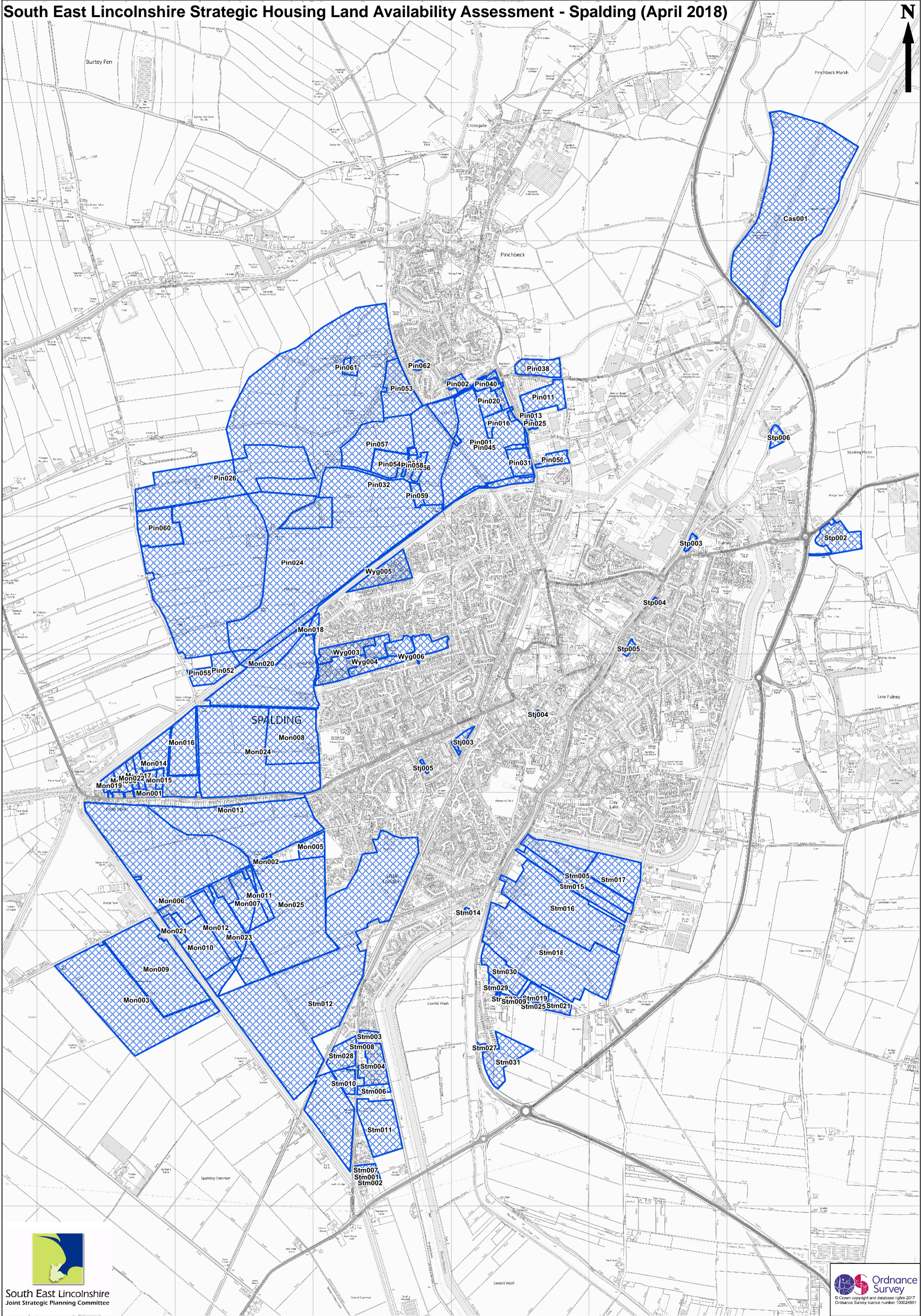


South East Lincolnshire Strategic Housing Land Availability Assessment - Spalding (April 2018)



Reference	Cas001	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of the A16, Spalding			
Site area (Hectares)	67.39 Site capacity at 30 dph:	2022 Site capacity at 25 dph:	1685 Site capacity at 20 dph:	#### Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. The owner indicates that the site will not be available before 2016.			
Achievability	Is the site achievable?	No		
Explanation	The site is being promoted for development as a marina, associated leisure facilities and housing. The number of houses envisaged is unknown, but it is intended that the majority of the site's 66 hectares would be used for non-residential purposes. Given that the number of dwellings and the form of development proposed is unknown, it is impossible to assess the site's achievability for development.			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	No		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not very accessible to Spalding's existing services and facilities because it is separated from Spalding by the A16, which does not have a pedestrian or cycle friendly crossing point in this location. It is similarly not located adjacent to Spalding's existing built-up area (defined settlement limit) because of the intervening A16;</p> <p>SITE CHARACTERISTICS - The site is being promoted for development as a marina, associated leisure facilities and housing. The number of houses envisaged is unknown, but it is intended that the majority of the site's 66 hectares would be used for non-residential purposes. Given that the number of dwellings and the form of development proposed is unknown, it is impossible to assess the site's suitability for development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle owing to the A16 (although there is a cycle way network in the Wardentree Lane Industrial Area) or by public transport.</p> <p>☐</p> <p>Consequently the site is considered unsuitable for a housing site.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon001	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Bourne Road, Pode Hole			
Site area (Hectares)	1.49 Site capacity at 30 dph:	45 Site capacity at 25 dph:	37 Site capacity at 20 dph:	30 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 29 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is an industrial site which is likely to cause noise disturbance to the adjacent uses. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151 near the Highways Depot. Re-development of this existing commercial site for residential use should be acceptable in highway terms. The site's frontage to Bourne Road is large enough for a safe and suitable junction to be formed. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon002	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Lane, Spalding			
Site area (Hectares)	0.33 Site capacity at 30 dph:	10 Site capacity at 25 dph:	8 Site capacity at 20 dph:	7 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 9 Delivered in yrs 11-15: 1 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site appears to be partially disused and is adjacent residential property and agricultural land. TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon003	Settlement:	Spalding	Phase two SHLAA sites	<input type="checkbox"/>				
Address	Land to the south of Horseshoe Road, Spalding								
Site area (Hectares)	35.3	Site capacity at 30 dph:	1059	Site capacity at 25 dph:	882	Site capacity at 20 dph:	706	Site capacity from planning permissions:	<input type="checkbox"/>
Availability	Is the site available?		Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:								
	Delivered in yrs 11-15:					400			
	Delivered in yrs 16-20:					500			
	Delivered in yrs 21-25:					159			
Suitability	Is the site suitable?		No						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 2 agricultural land and is isolated from any existing settlement. Its development would create a large incongruous, isolated group of dwellings in the open countryside.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road.</p> <p>☒</p> <p>Consequently the site is considered an unsuitable housing site.</p>								
Classification	Undevelopable								
Flood risk	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

Reference	Mon004	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Bourne Road, Pode Hole			
Site area (Hectares)	2.01 Site capacity at 30 dph:	60 Site capacity at 25 dph:	50 Site capacity at 20 dph:	40 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are working together.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 10 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is agricultural land to the rear of dwellings fronting the A151. It is beside the County Council Highways depot which SHDC Environmental Health identify that on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151 near the Highways Depot. This site appears to have two existing access points onto Bourne Road. Both are wide enough for only private drives rather than adoptable roads but the principle of developing this land by private drives would be acceptable. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon005	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road, Spalding			
Site area (Hectares)	2.93 Site capacity at 30 dph:	88 Site capacity at 25 dph:	73 Site capacity at 20 dph:	59 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 25 Delivered in yrs 11-15: 63 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets (although it is in a significant Iron Age Romano British landscape & further information may be required). Its impacts upon the character and appearance of the area will be acceptable - neighbouring land uses are predominantly urban, and its relationship to the town's built-up area is largely good (although an area of agricultural land to its east remains undeveloped).</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has little amenity value & there are no nearby 'bad neighbour' uses. However, it is best and most versatile agricultural land & is not previously-developed.</p> <p>TRANSPORT - it is unlikely to create or exacerbate traffic problems, and services & facilities are potentially accessible by bicycle, on foot or by public transport.</p> <p>☒</p> <p>Despite the issues with environmental impacts and site characteristics, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon006	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north and south of Horseshoe Road, Spalding			
Site area (Hectares)	83.53 Site capacity at 30 dph:	2506 Site capacity at 25 dph:	2088 Site capacity at 20 dph:	#### Site capacity from planning permissions: <input type="checkbox"/>
Availability	Is the site available?	No		
Explanation	The owners are not identified for some of the land and their intentions for the land are unknown.			
Achievability	Is the site achievable?	Yes		
Explanation	Poor achievability. Values moderate, and opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 400 Delivered in yrs 16-20: 500 Delivered in yrs 21-25: 500			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 and 2 agricultural land that adjoins residential development. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Bourne Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon007	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road, Spalding			
Site area (Hectares)	6.94 Site capacity at 30 dph:	208 Site capacity at 25 dph:	174 Site capacity at 20 dph:	139 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 125 Delivered in yrs 16-20: 33 Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site appears to be disused and is near residential property and adjacent agricultural land. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon008	Settlement:	Spalding	Phase two SHLAA sites	<input type="checkbox"/>				
Address	Land to the north of Bourne Road, Spalding								
Site area (Hectares)	14.47	Site capacity at 30 dph:	434	Site capacity at 25 dph:	362	Site capacity at 20 dph:	289	Site capacity from planning permissions:	<input type="checkbox"/>
Availability	Is the site available?		<input checked="" type="checkbox"/> Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		<input checked="" type="checkbox"/> Yes						
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network. Development is assumed to begin in year 11, and to be completed before year 25.								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:								
	Delivered in yrs 11-15:					250			
	Delivered in yrs 16-20:					184			
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		<input checked="" type="checkbox"/> Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets (although it is in a significant Iron Age Romano British landscape & further information may be required dependant on development). Its impacts upon the character and appearance of the area will be acceptable - it has a good relationship to the town's existing built-up area & the majority of its boundaries are well-defined.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has little amenity value & there are no nearby 'bad neighbour' uses. However, it is best and most versatile agricultural land & is not previously-developed.</p> <p>TRANSPORT - it is unlikely to create or exacerbate traffic problems, and services & facilities are potentially accessible by bicycle, on foot or by public transport.</p> <p>☒</p> <p>Despite the issues with environmental impacts and site characteristics, the site is considered suitable.</p>								
Classification	Developable (16-20)								
Flood risk	Zone 1		No hazard				No Depth		
	Zone 2		Low hazard				0m to 0.25m		
	Zone 3a		Danger for some				0.25m to 0.50m		
	Zone 3b		Danger for most				0.50m to 1.0m		
			Danger for all				1.0m to 2.0m		
							>2.0m		

Reference	Mon009	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road and west of South Drove, Spalding			
Site area (Hectares)	25.46 Site capacity at 30 dph:	764 Site capacity at 25 dph:	636 Site capacity at 20 dph:	509 Site capacity from planning permissions: <input type="checkbox"/>
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be 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 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 250 Delivered in yrs 21-25: 214			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> No			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 2 agricultural land and is isolated from any existing settlement. Its development would create a large incongruous, isolated group of dwellings in the open countryside. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.☒</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road.</p> <p>☒</p> <p>Consequently the site is considered an unsuitable housing site.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 <input checked="" type="checkbox"/> Zone 3a Zone 3b	No hazard Low hazard Danger for some <input checked="" type="checkbox"/> Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon010	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road, Spalding			
Site area (Hectares)	9.98 Site capacity at 30 dph:	299 Site capacity at 25 dph:	250 Site capacity at 20 dph:	200 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be 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).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 249 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 and 2 agricultural land that adjoins residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon011	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road, Spalding			
Site area (Hectares)	<input type="text" value="2"/> Site capacity at 30 dph:	<input type="text" value="60"/> Site capacity at 25 dph:	<input type="text" value="50"/> Site capacity at 20 dph:	<input type="text" value="40"/> Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 10 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 agricultural land that adjoins residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Mon012	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Horseshoe Road			
Site area (Hectares)	5.7 Site capacity at 30 dph:	171 Site capacity at 25 dph:	142 Site capacity at 20 dph:	114 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 121 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 and 2 agricultural land that adjoins residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon013	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land between Bourne Road, Horseshoe Road and East Road			
Site area (Hectares)	77.71 Site capacity at 30 dph:	2331 Site capacity at 25 dph:	1943 Site capacity at 20 dph:	#### Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 400 Delivered in yrs 16-20: 500 Delivered in yrs 21-25: 500			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It may lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities because the site includes allotment gardens. However, the development of the site would be able to accommodate allotments.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land between Horseshoe Road and Bourne Road. It is near existing residential development. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151 and Horseshoe Road, which may discourage their use. There are bus stops on the A151 and Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and this is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Mon014	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the north of Bourne Road								
Site area (Hectares)	10.76	Site capacity at 30 dph:	323	Site capacity at 25 dph:	269	Site capacity at 20 dph:	215	Site capacity from planning permissions:	<input type="text"/>
Availability	Is the site available?		<input checked="" type="checkbox"/> Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		<input checked="" type="checkbox"/> Yes						
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 20).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		50						
	Delivered in yrs 11-15:		250						
	Delivered in yrs 16-20:		23						
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		<input checked="" type="checkbox"/> Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land behind frontage residential development on Bourne Road and also fronts Bourne Road itself.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. Part of this land might be accessible via the Mon001 site but the use the remainder of the site would be determined only after the line of the Spalding Western Relief Road is more definitely fixed. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkhouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links. Consequently the site is considered a suitable housing site.</p>								
Classification	Developable (16-20)								
Flood risk	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

Reference	Mon015	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Bourne Road, behind Hectare House			
Site area (Hectares)	0.75 Site capacity at 30 dph:	22 Site capacity at 25 dph:	19 Site capacity at 20 dph:	15 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation and school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 6 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land as well as a yard. It is near existing industrial development but this is also a SHLAA site and could therefore come forward for housing as well.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. This site appears to be accessible only via the Mon001 site. That might be acceptable but the site is also likely to be affected by the decision on the route of the Spalding Western Relief Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkhouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m <input checked="" type="checkbox"/> >2.0m	

Reference	Mon016	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Bourne Road			
Site area (Hectares)	8.03 Site capacity at 30 dph:	241 Site capacity at 25 dph:	201 Site capacity at 20 dph:	161 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 25 Delivered in yrs 11-15: 125 Delivered in yrs 16-20: 91 Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land. It is near existing residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon017	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the North of Bourne Road			
Site area (Hectares)	1.25 Site capacity at 30 dph:	38 Site capacity at 25 dph:	31 Site capacity at 20 dph:	25 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high including school improvement costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 22 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land. It is near existing residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. The existing access into this site looks to be wide enough for only a private driveway. A few plots developed in this way would be acceptable. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon018	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land off Monks House Lane Spaldiing			
Site area (Hectares)	1.23 Site capacity at 30 dph:	37 Site capacity at 25 dph:	31 Site capacity at 20 dph:	25 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high including school improvement costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network(assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 21 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land. It is near existing residential development.</p> <p>TRANSPORT - Services and facilities are accessible by foot and bicycles. There are bus stops on Wygate Park. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon019	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	366 Bourne Road Spalding			
Site area (Hectares)	1.34 Site capacity at 30 dph:	40 Site capacity at 25 dph:	34 Site capacity at 20 dph:	27 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively low including school improvement costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 24 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 agricultural / horticultural land to the rear of dwellings fronting the A151.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151 near the Highways Depot. Only the easternmost existing access looks to be wide enough and then only as a private drive. A few plots developed off a private drive would be acceptable. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon020	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Monkshouse Lane			
Site area (Hectares)	28 Site capacity at 30 dph:	840 Site capacity at 25 dph:	700 Site capacity at 20 dph:	560 Site capacity from planning permissions: <input type="checkbox"/>
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. Multiple owners, but they are working together.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be 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 after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 250 Delivered in yrs 21-25: 250			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);²</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land close to existing development and adjoins the Vernatts Drain.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway, which may discourage their use. There are bus stops on the A151 and an into town service operates to the east in Wygate Park. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>² Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard <input checked="" type="checkbox"/> Danger for some Danger for most Danger for all	No Depth 0m to 0.25m <input checked="" type="checkbox"/> 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon021	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land at Horseshoe Bridge, Horseshoe Road, Spalding			
Site area (Hectares)	1.47 Site capacity at 30 dph:	44 Site capacity at 25 dph:	37 Site capacity at 20 dph:	29 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		24	
	Delivered in yrs 11-15:		20	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 2 agricultural land that adjoins residential development and South Drove Drain. TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐</p> <p>Consequently the site is considered a suitable housing site</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon022	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>
Address	Pode Hole Highways Depot, Bourne Road, Spalding			
Site area (Hectares)	1.21 Site capacity at 30 dph:	36 Site capacity at 25 dph:	30 Site capacity at 20 dph:	24 Site capacity from planning permissions:
Availability	Is the site available?	<input type="checkbox"/> No <input checked="" type="checkbox"/>		
Explanation	The site's owners identify it as "a fully operational highways depot" ... which ... "in the event of closure may offer some potential for housing and employment uses". Given that a timetable for the depot's closure is not given, the site cannot be considered as available.			
Achievability	Is the site achievable?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high including site clearance, decontamination and school improvement costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the foul sewerage network(assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 20 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, and its redevelopment will not harm the character or appearance of the area.</p> <p>INFRASTRUCTURE - although it will not place undue burdens on existing infrastructure, the site is in use (though not allocated) as employment land. However, the Employment Land Technical Paper (January 2016) does not conclude that this site should be allocated for employment use, and its loss to residential use is therefore unlikely to have adverse economic impacts.</p> <p>LOCATION - it is relatively accessible to Spalding's existing services and facilities, but is not located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, the site has no intrinsic amenity value, it is not agricultural land, & is previously developed.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. The site's redevelopment is unlikely to create or exacerbate traffic problems. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkhouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Despite the issues with infrastructure, location and transport the site is considered suitable.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon023	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>					
Address	Land to the south of Horseshoe Road, Spalding								
Site area (Hectares)	8.67	Site capacity at 30 dph:	260	Site capacity at 25 dph:	217	Site capacity at 20 dph:	173	Site capacity from planning permissions:	<input type="text"/>
Availability	Is the site available?		Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate. 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).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		50						
	Delivered in yrs 11-15:		210						
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural or heritage assets, and its development (if considered together with neighbouring parcels of land) would not harm the character or appearance of the area.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, or place undue burdens on, existing infrastructure.</p> <p>LOCATION - it is relatively accessible to Spalding's existing services and facilities, but is not located adjacent to Spalding's existing built-up area (defined settlement limit).</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, and the site has no intrinsic amenity value. However, the site is best and most versatile agricultural land, & is not previously developed.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The site's development would be unlikely to create or exacerbate traffic problems. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain. Despite the issues with location, site characteristics and transport, the site is considered suitable.</p>								
Classification	Developable (11-15)								
Flood risk	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

Reference	Mon024	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Bourne Road, Spalding			
Site area (Hectares)	54.21 Site capacity at 30 dph:	1626 Site capacity at 25 dph:	1355 Site capacity at 20 dph:	#### Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 13, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 300 Delivered in yrs 16-20: 500 Delivered in yrs 21-25: 500			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land at the junction of Monkshouse Lane and Bourne Road. It is near existing residential development.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the A151, which may discourage their use. There are bus stops on the A151. The development of the Spalding Western Relief Road will require strategic allocations of land and the triangular section of land between Bourne Road, Monkshouse Lane and the Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>☐ Consequently the site is considered a suitable housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Mon025	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the south of Horseshoe Road, Spalding								
Site area (Hectares)	39.21	Site capacity at 30 dph:	1176	Site capacity at 25 dph:	980	Site capacity at 20 dph:	784	Site capacity from planning permissions:	<input type="checkbox"/>
Availability	Is the site available?		Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 11, and be completed before year 25).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:								
	Delivered in yrs 11-15:		400						
	Delivered in yrs 16-20:		500						
	Delivered in yrs 21-25:		276						
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 agricultural land that adjoins residential development and the planning permission to the south. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles share the existing highway network. There are no bus stops on Horseshoe Road. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land between Horseshoe Road and the residential planning permission to the south is such an area. A large scale development can provide improved footpath, cycle and public transport links. This site will be considered as part of determining the line of the proposed Spalding Western Relief Road, between Holland Park and the Vernatts Drain.</p> <p>Consequently the site is considered a suitable housing site</p>								
Classification	Developable (21-25)								
Flood risk	Zone 1	No hazard		No Depth					
	Zone 2	Low hazard		0m to 0.25m					
	Zone 3a	Danger for some		0.25m to 0.50m					
	Zone 3b	Danger for most		0.50m to 1.0m					
		Danger for all		1.0m to 2.0m					
				>2.0m					

Reference	Pin001	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Road, Pinchbeck			
Site area (Hectares)	39.5 Site capacity at 30 dph:	1185 Site capacity at 25 dph:	988 Site capacity at 20 dph:	790 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	<p>Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25).</p> <p>N.B. The site is proposed to be developed at a low density - the submission of this site included a concept</p>			
Assumed delivery rate	<p>Delivered in yrs 1-5:</p> <p>Delivered in yrs 6-10:</p> <p>Delivered in yrs 11-15: 400</p> <p>Delivered in yrs 16-20: 500</p> <p>Delivered in yrs 21-25: 285</p>			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 agricultural land between Pinchbeck and the Vernatts Drain and between Spalding Road and the railway line, although part of the site lies to the west of the railway. Visual impacts on neighbours would be significant, if all the site was developed, changing the character of the area totally and joining Pinchbeck and Spalding together. The concept plan indicates a lot of open space and this would maintain a visual break between the two settlements from Spalding Road. The railway is currently being improved in order to take more freight traffic. This could be a bad neighbour. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. Bus stops are on Spalding Road. The area could provide the northern end of the Spalding Western relief Road and the necessary bridge over the railway. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin011	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the south of Wardentree Lane, Pinchbeck								
Site area (Hectares)	5.05	Site capacity at 30 dph:	152	Site capacity at 25 dph:	126	Site capacity at 20 dph:	101	Site capacity from planning permissions:	169
Availability	Is the site available?		Yes						
Explanation	There is planning permission for 169 dwellings (H14-0156-14) which covers a larger site than submitted to the SHLAA.								
Achievability	Is the site achievable?		Yes						
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low, including improvements to existing schools and a new school. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 15).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		25						
	Delivered in yrs 11-15:		125						
	Delivered in yrs 16-20:		19						
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. Some archaeological work has already been undertaken on this site and more may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is a buffer between residential development on Spalding Road and Wardentree Lane and the industrial development on Enterprise Way. Offices and a well screened storage/distribution use are close to the site. There is planning application for 169 dwellings on this site and some land to the south.</p> <p>TRANSPORT - Some services and facilities are accessible by foot but there is a cycle way network in the Wardentree Lane Industrial Area that accesses Spalding and there are bus stops on Spalding Road.</p> <p>Consequently, the site is considered to be suitable.</p>								
Classification	Developable (16-20)								
Flood risk	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

Reference	Pin013	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Road, Pinchbeck			
Site area (Hectares)	0.28 Site capacity at 30 dph:	<input type="text" value="8"/> Site capacity at 25 dph:	<input type="text" value="7"/> Site capacity at 20 dph:	<input type="text" value="6"/> Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		8	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and is located adjacent to Spalding/Pinchbeck's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is adjacent existing residential development and a site which is subject to a planning application for 169 dwellings.</p> <p>TRANSPORT - Services and facilities are accessible by foot and there is a cycle way network in the Wardentree Lane Industrial Area that accesses Spalding. There are bus stops on Spalding Road. The existing access to the Glen Heat site would be suitable to serve this site as a private drive.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone3b	No hazard Low hazard Danger for some <input checked="" type="checkbox"/> Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin016	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Road, Pinchbeck			
Site area (Hectares)	1.98 Site capacity at 30 dph:	59 Site capacity at 25 dph:	50 Site capacity at 20 dph:	40 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 9 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable. It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way. There are no bad neighbour uses because it is away from the railway line.</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. Bus stops are on Spalding Road. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin020	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Road, Pinchbeck			
Site area (Hectares)	2.99 Site capacity at 30 dph:	90 Site capacity at 25 dph:	75 Site capacity at 20 dph:	60 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 40 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable. It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way. There are no bad neighbour uses because it is away from the railway line.</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. Bus stops are on Spalding Road. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin024	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Vernatt's Drain, Pinchbeck			
Site area (Hectares)	160.9 Site capacity at 30 dph:	4827 Site capacity at 25 dph:	4022 Site capacity at 20 dph:	#### Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. The owner indicates that the site will not be available before 2016.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high, including improvements to existing schools and a new school. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 13, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 300 Delivered in yrs 16-20: 500 Delivered in yrs 21-25: 500			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit) because of the Vernatts Drain. However, the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spalding's facilities. In addition a development of this scale will provide its own services and facilities</p> <p>SITE CHARACTERISTICS - The site is a very large area of grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line. It is open with some trees and hedges with scattered buildings, including dwellings. The site wraps around a pottery which SHDC Environmental Health identify on a list of potentially contaminated sites requiring further investigation. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon. Mill Green Road passes through the site.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. However, the development would provide these networks and public transport is likely to be extended to serve the area. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some <input checked="" type="checkbox"/> Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin025	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Road, Pinchbeck			
Site area (Hectares)	0.37 Site capacity at 30 dph:	11 Site capacity at 25 dph:	9 Site capacity at 20 dph:	7 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 8, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 9 Delivered in yrs 11-15: 2 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and is located adjacent to Spalding/Pinchbeck's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is adjacent existing residential development and a site which is subject to a planning application for 169 dwellings.</p> <p>TRANSPORT - Services and facilities are accessible by foot and there is a cycle way network in the Wardentree Lane Industrial Area that accesses Spalding. There are bus stops on Spalding Road. The existing access to the Glen Heat site would be suitable to serve this site as a private drive.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin026	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Tydd Road, Pinchbeck			
Site area (Hectares)	31.28 Site capacity at 30 dph:	938 Site capacity at 25 dph:	782 Site capacity at 20 dph:	626 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Poor achievability. Values moderate, and opening-up infrastructure costs are likely to be particularly 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 after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 250 Delivered in yrs 21-25: 250			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit). However, in conjunction with Pin024 the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spaldings facilities. In addition a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line. It is open with some trees and hedges with scattered buildings, including dwellings. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon. Mill Green Road passes through the area.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Pin031	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Road, Pinchbeck			
Site area (Hectares)	3.04 Site capacity at 30 dph:	91 Site capacity at 25 dph:	76 Site capacity at 20 dph:	61 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		50	
	Delivered in yrs 11-15:		41	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural assets. However, the Conservation Officer advises that the site contributes to the agricultural setting of the grade 2 listed Yew Tree Farmhouse. The site's development would impact directly on the historic setting of the Farmhouse due to its proximity and so would constitute harm to its significance. It is not considered there is any potential mitigation for this issue, although development of the Spalding Western Relief Road will provide a potential limit to development southwards which would go some way to addressing the potential impact.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is a small field behind some trees and consideration is being given to retaining it as a 'green' separation zone between the proposed Spalding Western Relief Road and the development boundary of Spalding.</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. Bus stops are on Spalding Road. Access off Pinchbeck Road has in the past been considered difficult due to the impact the horizontal alignment of the road has on providing adequate junction visibility and the conflict a junction might have with the existing Hospital junction. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin032	Settlement:	Spalding	Phase two SHLAA sites	<input type="checkbox"/>
Address	Land between Spalding and Pinchbeck				
Site area (Hectares)	##### Site capacity at 30 dph:	8812	Site capacity at 25 dph:	7344	Site capacity at 20 dph: ##### Site capacity from planning permissions:
Availability	Is the site available?	No			
Explanation	The owners are not all identified and their intentions for the land are unknown.				
Achievability	Is the site achievable?	Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed after year 25).				
Assumed delivery rate	Delivered in yrs 1-5:				
	Delivered in yrs 6-10:				
	Delivered in yrs 11-15:	400			
	Delivered in yrs 16-20:	500			
	Delivered in yrs 21-25:	500			
Suitability	Is the site suitable?	No			
Explanation	<p>Not in scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit). However, in conjunction with Pin024 the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spalding's facilities. In addition a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line. It is open with some trees and hedges with scattered buildings, including dwellings. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon. Mill Green Road passes through the area and it may be appropriate to use this as a boundary, thereby preventing development to the west of it. If development does go to the west of Mill Green Road the site would require some other land to come forward for it to have a suitable relationship with Pin024. Although the site's size would give opportunities to mitigate visual impacts, it would undermine the separate identities of Pinchbeck and Spalding. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. However, the development would provide these networks and public transport is likely to be extended to serve the area.</p> <p>☒</p> <p>Consequently, the site is considered unsuitable for a housing site.</p>				
Classification	Undevelopable				
Flood risk	Zone 1	No hazard	No Depth		
	Zone 2	Low hazard	0m to 0.25m		
	Zone 3a	Danger for some	0.25m to 0.50m		
	Zone 3b	Danger for most	0.50m to 1.0m		
		Danger for all	1.0m to 2.0m		
			>2.0m		

Reference	Pin038	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Redmile Nurseries, Wardentree Lane, Pinchbeck PE11 3UF			
Site area (Hectares)	3.72 Site capacity at 30 dph:	112 Site capacity at 25 dph:	93 Site capacity at 20 dph:	74 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 62 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	No		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and is located adjacent to Spalding's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is on a road that serves an industrial area and it is close to the site's that are allocated for, or are being used for industrial use. Dwellings would both appear incongruous & would potentially be exposed to disturbance.</p> <p>TRANSPORT - Some services and facilities are accessible by foot but there is a cycle way network in the Wardentree Lane Industrial Area that accesses Spalding and there are bus stops on Spalding Road.</p> <p>☐ Consequently, the site is considered unsuitable for a housing site.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin040	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Market Way, Pinchbeck			
Site area (Hectares)	1.05 Site capacity at 30 dph:	32 Site capacity at 25 dph:	26 Site capacity at 20 dph:	21 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 8 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is a small field behind some dwellings and visual impacts on neighbours should be acceptable. It needs to be developed in conjunction with the other sites put forward between Spalding Road, Vernatts Drain, the railway and Market Way. There are no bad neighbour uses because it is away from the railway line.</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. Bus stops are on Spalding Road. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin045	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Road, Pinchbeck			
Site area (Hectares)	26.15 Site capacity at 30 dph:	784 Site capacity at 25 dph:	654 Site capacity at 20 dph:	523 Site capacity from planning permissions: <input type="checkbox"/>
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high including school improvement costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 11, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 250 Delivered in yrs 21-25: 250			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural assets. The Conservation Officer advises that the site contributes to the agricultural setting of the listed Yew Tree Farmhouse. A significant amount of open space around Yew Tree Farmhouse (including along the waterfront) would need to be protected to help mitigate the impact. The development of the Spalding Western Relief Road will provide a potential limit to development southwards which would go some way to addressing the potential impact.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, infrastructure.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located adjacent the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is Grade 1 agricultural land between Pinchbeck and the Vernatts Drain and between Spalding Road and the railway line, although part of the site lies to the west of the railway. Visual impacts on neighbours would be significant, if all the site was developed, changing the character of the area totally and joining Pinchbeck and Spalding together. The railway is currently being improved in order to take more freight traffic. This could be a bad neighbour. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites. Part is being considered to be retained as a 'green' separation zone.</p> <p>TRANSPORT - services and facilities are potentially accessible by bicycle. Bus stops are on Spalding Road. The area would provide the northern end of the Spalding Western Relief Road and a bridge over the railway. However, the development of the Spalding WRR will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently, the site is considered suitable.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <input checked="" type="checkbox"/> 1.0m to 2.0m >2.0m	

Reference	Pin050	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Spalding Lifestyle, Spalding Road, PE11 3PB			
Site area (Hectares)	1.68 Site capacity at 30 dph:	50 Site capacity at 25 dph:	42 Site capacity at 20 dph:	34 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high owing to land clearance and school improvements. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 9, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 34 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - it will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck and Spalding's existing services and facilities and is located within the existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is adjacent the hospital and accessed off the new access road to the hospital. It is also adjacent the industrial estate which has the potential to be a bad neighbour, although there are residential properties nearby. Industrial impact on residential development might be addressed by dwelling choice, layout and the use of openspace. Visual impacts on neighbours would be acceptable. ☑</p> <p>TRANSPORT - services and facilities are potentially accessible on a bicycle. There is a bus stop at the hospital. Suitable and safe access to this site could be made via the existing roundabout serving the Hospital site.</p> <p>☑</p> <p>Consequently, the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin051	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Farm Yard, Blue Gowt Drove, Pinchbeck			
Site area (Hectares)	0.24 Site capacity at 30 dph:	<input type="text" value="7"/> Site capacity at 25 dph:	<input type="text" value="6"/> Site capacity at 20 dph:	<input type="text" value="5"/> Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		7	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding or Pinchbeck's existing services and is not located adjacent to Spalding or Pinchbeck's existing built-up area (defined settlement limit) because of the Vernatts Drain and the railway line. However, the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spalding and Pinchbeck's facilities. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and fronts Blue Gowt Drove. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Pin052	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the East of Tydd Road			
Site area (Hectares)	4.98 Site capacity at 30 dph:	149 Site capacity at 25 dph:	125 Site capacity at 20 dph:	100 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 99 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit) because of the Vernatts Drain. However, the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spalding's facilities. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and fronts Tydd Road. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin053	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land between Spalding and Pinchbeck			
Site area (Hectares)	7.77	Site capacity at 30 dph:	233	Site capacity at 25 dph:
			194	Site capacity at 20 dph:
			155	Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:	50		
	Delivered in yrs 11-15:	125		
	Delivered in yrs 16-20:	58		
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit). In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line adjacent Pinchbeck and fronts Mill Green Road.</p> <p>TRANSPORT - Services and facilities are accessible by foot or bicycle but there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1	No hazard	No Depth	
	Zone 2	Low hazard	0m to 0.25m	
	Zone 3a	Danger for some	0.25m to 0.50m	
	Zone 3b	Danger for most	0.50m to 1.0m	
		Danger for all	1.0m to 2.0m	
			>2.0m	

Reference	Pin054	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Orchard House Blue Gowt Drove Pinchbeck			
Site area (Hectares)	3.98 Site capacity at 30 dph:	119 Site capacity at 25 dph:	100 Site capacity at 20 dph:	80 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 69 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit). In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove. The area has some development to the east but is otherwise countryside.</p> <p>TRANSPORT - Services and facilities are not accessible by foot but are accessible by bicycle but there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Pin055	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the East of Tydd Road			
Site area (Hectares)	0.82 Site capacity at 30 dph:	25 Site capacity at 25 dph:	20 Site capacity at 20 dph:	16 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 1 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit) because of the Vernatts Drain. However, the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spalding's facilities. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and fronts Tydd Road. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon.</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. However, the development of the site, in conjunction with Pin024, would provide these networks and public transport is likely to be extended to serve the area. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin057	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land at Mill Green Road / Blue Gowt Drove			
Site area (Hectares)	12.43 Site capacity at 30 dph:	373 Site capacity at 25 dph:	311 Site capacity at 20 dph:	249 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. 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 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 73 Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit). In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Mill Green Road and Blue Gowt Drove. The area has some development but is otherwise countryside.</p> <p>TRANSPORT - Services and facilities are not accessible by foot but are accessible by bicycle but there are no bus stops. However, the development of the site, in conjunction with Pin024, would provide improved networks and public transport is likely to be extended to serve the area. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin058	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Blue Gowt Drove Pinchbeck			
Site area (Hectares)	0.31 Site capacity at 30 dph:	<input type="text" value="9"/> Site capacity at 25 dph:	<input type="text" value="8"/> Site capacity at 20 dph:	<input type="text" value="6"/> Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		9	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit). In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and is accessed from Blue Gowt Drove. The area has some development but is otherwise countryside.</p> <p>TRANSPORT - Services and facilities are not accessible by foot but are accessible by bicycle. There are also no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. The development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	<input checked="" type="checkbox"/> No hazard <input type="checkbox"/> Low hazard <input type="checkbox"/> Danger for some <input type="checkbox"/> Danger for most <input type="checkbox"/> Danger for all	<input checked="" type="checkbox"/> No Depth <input type="checkbox"/> 0m to 0.25m <input type="checkbox"/> 0.25m to 0.50m <input type="checkbox"/> 0.50m to 1.0m <input type="checkbox"/> 1.0m to 2.0m <input type="checkbox"/> >2.0m	

Reference	Pin059	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land on Blue Gowt Drove Pinbeck			
Site area (Hectares)	1.14 Site capacity at 30 dph:	34 Site capacity at 25 dph:	28 Site capacity at 20 dph:	23 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 10 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit). In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Blue Gowt Drove. The area has some development but is otherwise countryside.</p> <p>TRANSPORT - Services and facilities are not accessible by foot but are accessible by bicycle but there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin060	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Tydd Road, Pinchbeck, Spalding PE11 3QA			
Site area (Hectares)	7.48 Site capacity at 30 dph:	224 Site capacity at 25 dph:	187 Site capacity at 20 dph:	150 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems because although there are two owners, they are working together.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 125 Delivered in yrs 16-20: 49 Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and is not located adjacent to Spalding's existing built-up area (defined settlement limit). However, in conjunction with Pin024 the development is intended to provide new crossings of the railway line and Vernatts Drain, which will enable access to Spaldings facilities. In addition a development of this scale will provide its own services and facilities;</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the north of the Vernatts Drain and west of the railway line. It is open with some trees and hedges with scattered buildings, including dwellings. Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon. Mill Green Road passes through the area</p> <p>TRANSPORT - Services and facilities are not accessible by foot or bicycle and there are no bus stops. This site would not be suitable before the adjacent 'Preferred Housing' site is developed. However, the development of the Spalding Western Relief Road will require strategic allocations of land and the section of land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>☐</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some <input checked="" type="checkbox"/> Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Pin061	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Highfield Nursery, Highfield Lane, Pinchbeck PE11 3PT			
Site area (Hectares)	0.85	Site capacity at 30 dph:	26	Site capacity at 25 dph:
			21	Site capacity at 20 dph:
				17 Site capacity from planning permissions:
Availability	Is the site available?			
	Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?			
	Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be high because it will come forward with Pin024. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 2 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?			
	Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Pinchbeck's existing services and is located near to Pinchbeck's existing built-up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is grade 1 agricultural land to the west of the railway line near Pinchbeck and fronts Highfield Lane. The area has some development but is otherwise countryside and so the site is isolated.</p> <p>TRANSPORT - Services and facilities are not accessible by foot but are accessible by bicycle but there are no bus stops. However, the development of the site, in conjunction with Pin024 and other land, would provide improved networks and public transport is likely to be extended to serve the area. The development of the Spalding Western Relief Road will require strategic allocations of land and this site, in conjunction with other land to the north of Vernatts Drain is such an area. A large scale development can provide improved footpath, cycle and public transport links.</p> <p>Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stj003	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	2-4 St John's Road, Spalding								
Site area (Hectares)	0.98	Site capacity at 30 dph:	29	Site capacity at 25 dph:	24	Site capacity at 20 dph:	20	Site capacity from planning permissions:	53
Availability	Is the site available? <input type="checkbox"/> Yes								
Explanation	Outline planning permission (ref. H16-0384-08) is outstanding for the construction of 53 dwellings.								
Achievability	Is the site achievable? <input type="checkbox"/> Yes								
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 10).								
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 53 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:								
Suitability	Is the site suitable? <input type="checkbox"/> Yes								
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 53 dwellings. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycles and there are bus stops on St Johns Road.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (06-10)								
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m						

Reference	Stj004	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Former PO Sorting Office, The Crescent, Spalding			
Site area (Hectares)	0.1	Site capacity at 30 dph:	3	Site capacity at 25 dph:
			2	Site capacity at 20 dph:
				2
				Site capacity from planning permissions:
				12
Availability	Is the site available?			
	Yes			
Explanation	Full planning permission (ref H16-0724-11) is outstanding for the construction of 12 dwellings			
Achievability	Is the site achievable?			
	Yes			
Explanation	Moderate achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 12 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?			
	Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural assets. It is in the conservation area but appropriate design will protect built and heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);²</p> <p>SITE CHARACTERISTICS - The site has planning permission for 12 dwellings.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycles and public transport.²</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stj005	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Hawthorn Bank, Spalding								
Site area (Hectares)	0.22	Site capacity at 30 dph:	7	Site capacity at 25 dph:	6	Site capacity at 20 dph:	4	Site capacity from planning permissions:	7
Availability	Is the site available? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
Explanation	Outline planing permission (ref.H16-0101-11) is outstanding for 7 dwellings net.								
Achievability	Is the site achievable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
Explanation	Moderate achievability. Values are moderate and opening-up infrastructure costs are likely to be moderate. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 10).								
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 7 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:								
Suitability	Is the site suitable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>								
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 7 dwellings.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycles and there are bus stops on Hawthorn Bank.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (06-10)								
Flood risk	Zone 1	<input checked="" type="checkbox"/>			No hazard	<input checked="" type="checkbox"/>			
	Zone 2	<input checked="" type="checkbox"/>			Low hazard	<input type="checkbox"/>			
	Zone 3a	<input checked="" type="checkbox"/>			Danger for some	<input type="checkbox"/>			
	Zone3b	<input type="checkbox"/>			Danger for most	<input type="checkbox"/>			
		<input type="checkbox"/>			Danger for all	<input type="checkbox"/>			
		<input type="checkbox"/>			No Depth	<input checked="" type="checkbox"/>			
		<input type="checkbox"/>			0m to 0.25m	<input type="checkbox"/>			
		<input type="checkbox"/>			0.25m to 0.50m	<input type="checkbox"/>			
		<input type="checkbox"/>			0.50m to 1.0m	<input type="checkbox"/>			
		<input type="checkbox"/>			1.0m to 2.0m	<input type="checkbox"/>			
		<input type="checkbox"/>			>2.0m	<input type="checkbox"/>			

Reference	Stm001	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	0.53 Site capacity at 30 dph:	16 Site capacity at 25 dph:	13 Site capacity at 20 dph:	11 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	H16-1095-13 and H16-0744-14 provide a single detached house with paddock to the rear.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		12	
	Delivered in yrs 11-15:		4	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);²</p> <p>SITE CHARACTERISTICS - The site has planning permission for one detached dwelling with a paddock to the rear, which is being implemented. It is in a row of frontage dwellings with depth development further to the north. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.²</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. The opening into this land appears to be occupied by a new detached dwelling which is under construction. If the site is suitable, it may be possible to combine it with Stm002 and/or Stm007.</p> <p>² Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm002	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of South Drove, Spalding			
Site area (Hectares)	0.8 Site capacity at 30 dph:	24 Site capacity at 25 dph:	20 Site capacity at 20 dph:	16 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.☐</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. The opening looks to be large enough for only a private carriageway. The frontage road has no footway.☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm003	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	0.71 Site capacity at 30 dph:	21 Site capacity at 25 dph:	18 Site capacity at 20 dph:	14 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		21	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities. The OS plan names the site as Playing Field and it is allocated as open space in the SHDC 2006 Local Plan. However, the site does not appear to be accessible It is well located against the community centre.</p> <p>LOCATION - It is more accessible to Spalding's existing services and facilities than other sites and is located within/adjacent Spalding's existing built up area (defined settlement limit). There is a community centre immediately to the north;</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities.</p> <p>☐ Consequently, the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm004	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	4.66 Site capacity at 30 dph:	140 Site capacity at 25 dph:	116 Site capacity at 20 dph:	93 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low, including school improvements. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		25	
	Delivered in yrs 11-15:		115	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north and south. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. Re-development of this existing nursery site would be feasible with access from Spalding Common. Cradge Bank Road would not be suitable to provide access to this site.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 <input checked="" type="checkbox"/> Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some <input checked="" type="checkbox"/> Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input checked="" type="checkbox"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm005	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Drove, Spalding			
Site area (Hectares)	11.97 Site capacity at 30 dph:	359 Site capacity at 25 dph:	299 Site capacity at 20 dph:	239 Site capacity from planning permissions: <input type="checkbox"/>
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but 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 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 59 Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural assets, but the Conservation Officer advises that its development is likely to have a negative effect on the wider setting of the Spalding Conservation Area. Mitigation in the form of naturalistic planting along the Coronation Channel frontage could be used to complement the existing trees. A design brief should emphasise a landscape drive approach to layout, with development set back into the site. The site is located within a significant Iron Age Romano British landscape.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is one of a number that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and local roads do not encourage bicycle use. No local bus stops. Safe and adequate access could be provided onto Cowbit Road by the demolition of the Slooten building. Access from Spalding Drove would not be suitable. There would be an expectation that both vehicular and pedestrian access should also be provided northwards into the town via Clay Lake and this section of Spalding Common is in poor condition, has no footways no street lighting and a high proportion of the traffic using it is HGVs attending the various businesses on its east side and the existing scrap metal facility.</p> <p>☒</p>			
Classification	Developable (16-20)			
Flood risk	Zone 1 Zone 2 Zone 3a <input checked="" type="checkbox"/> Zone 3b	No hazard Low hazard Danger for some Danger for most <input checked="" type="checkbox"/> Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m <input checked="" type="checkbox"/> 1.0m to 2.0m >2.0m	

Reference	Stm006	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	1.41 Site capacity at 30 dph:	42 Site capacity at 25 dph:	35 Site capacity at 20 dph:	28 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 18 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north and south. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. It would be feasible to access this site from a new access onto Spalding Common but Cradge Bank Road is not suitable to provide access. Ideally, the land should be developed together with the Stm004 site.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm007	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	0.66 Site capacity at 30 dph:	20 Site capacity at 25 dph:	16 Site capacity at 20 dph:	13 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 20 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. The bungalow would have to be demolished to provide a new junction. The plot appears to be wide enough to do so and could possibly provide the access to the Stm001 and Stm002 sites.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm008	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	0.12 Site capacity at 30 dph:	4 Site capacity at 25 dph:	3 Site capacity at 20 dph:	2 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be very low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		4	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is in a row of frontage dwellings with depth development further to the north and south. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. This is suitable for a single plot only.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm009	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	0.91 Site capacity at 30 dph:	27 Site capacity at 25 dph:	23 Site capacity at 20 dph:	18 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 3 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm010	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Spalding Common, Spalding			
Site area (Hectares)	2.09 Site capacity at 30 dph:	63 Site capacity at 25 dph:	52 Site capacity at 20 dph:	42 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low, including school improvements. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 25 Delivered in yrs 11-15: 38 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is adjacent the planning permission for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. Spalding Common is suitable to provide access and the frontage would provide adequate visibility for a safe access. There is however no footway on the west side of Spalding Common. It would be preferable to develop this site by a connection from the permitted Holland Park site which the site abuts on its western side and in conjunction with the Stm028 site to the north.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm011	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Spalding Common, Spalding			
Site area (Hectares)	9.76 Site capacity at 30 dph:	293 Site capacity at 25 dph:	244 Site capacity at 20 dph:	195 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. Two owners, but they are acting together.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. 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).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		50	
	Delivered in yrs 11-15:		243	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is between Stennett Avenue and Cradge Bank Road. Planning permission also exists for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and local roads may not encourage bicycle use. There are bus stops on the B1172, & the development of the 2,250 dwellings to the west may provide new accessible services and facilities. Spalding Common is suitable to provide access to this site. Vehicular access from Cradge Bank Road will not be acceptable. A connection onto Stennett Avenue might be possible, but would not be essential for the development to work.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm012	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north-west of Spalding Common, Spalding			
Site area (Hectares)	##### Site capacity at 30 dph:	3061	Site capacity at 25 dph:	2551 Site capacity at 20 dph:
Availability	Is the site available?	Yes		
Explanation	H16-0571-09 - outline permission is outstanding for 2,250 dwellings, a district centre, 2 local centres, primary school, open space, access and estate roads.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be high. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed after year 25).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:	500		
	Delivered in yrs 11-15:	500		
	Delivered in yrs 16-20:	500		
	Delivered in yrs 21-25:	500		
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities will be accessible by foot, bicycle and public transport.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1	No hazard	No Depth	
	Zone 2	Low hazard	0m to 0.25m	
	Zone 3a	Danger for some	0.25m to 0.50m	
	Zone 3b	Danger for most	0.50m to 1.0m	
		Danger for all	1.0m to 2.0m	
			>2.0m	

Reference	Stm014	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land off Cradge Bank, Spalding								
Site area (Hectares)	0.18	Site capacity at 30 dph:	5	Site capacity at 25 dph:	4	Site capacity at 20 dph:	4	Site capacity from planning permissions:	10
Availability	Is the site available?		Yes						
Explanation	Full planning permission (ref H16-1048-08) is for the construction of 10 dwellings. Two appear to have been constructed. A planning application (H16-0808-14) has been submitted to construct a large house on the undeveloped part of the site. It was granted on 24-11-14.								
Achievability	Is the site achievable?		Yes						
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 7, and be completed before year 10).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		10						
	Delivered in yrs 11-15:								
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is adjacent the Cradge Bank industrial area and has planning permission for 10 dwellings.</p> <p>TRANSPORT - Services and facilities will be accessible by foot, bicycle and public transport.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (06-10)								
Flood risk	Zone 1	No hazard			No Depth				
	Zone 2	Low hazard			0m to 0.25m				
	Zone 3a	Danger for some			0.25m to 0.50m				
	Zone 3b	Danger for most			0.50m to 1.0m				
		Danger for all			1.0m to 2.0m				
					>2.0m				

Reference	Stm015	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land between Cowbit Road and Spalding Drove, Spalding			
Site area (Hectares)	5.79 Site capacity at 30 dph:	174 Site capacity at 25 dph:	145 Site capacity at 20 dph:	116 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		50	
	Delivered in yrs 11-15:		124	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural assets, but the frontage of the site is within the Spalding Conservation Area, & its development will impact on the character & setting of the Conservation Area. Its development will also impact on the setting of 48 Cowbit Road, although there is insufficient information on which to determine the overall effect. The site is located within a significant Iron Age Romano British landscape.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is one of a number that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and local roads may not encourage bicycle use. No local bus stops. The opening onto Cowbit Road is not wide enough to provide the necessary junction and the site does not extend all the way to Spalding Drove, which is not suitable to provide access anyway. If the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites. The coordinated development of the area may provide new cycleways and bus routes as well as accessible services and facilities.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm016	Settlement:	Spalding	Phase two SHLAA sites	<input type="checkbox"/>
Address	Land between Cowbit Road and Spalding Drove, Spalding				
Site area (Hectares)	26.29	Site capacity at 30 dph:	789	Site capacity at 25 dph:	657
		Site capacity at 20 dph:	526	Site capacity from planning permissions:	<input type="checkbox"/>
Availability	Is the site available?				
Explanation	Yes				
	Although there is no planning permission or allocation, there are no known legal or ownership problems.				
Achievability	Is the site achievable?				
Explanation	Yes				
	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. 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 25).				
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 250 Delivered in yrs 16-20: 250 Delivered in yrs 21-25: 239				
Suitability	Is the site suitable?				
Explanation	Yes				
	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are no bus stops on roads adjoining the site. The site's frontage onto Cowbit Road appears to be wide enough to provide a safe and suitable access into this land. The site does not appear to abut Spalding Drove, which is not suitable to provide access anyway. The coordinated development of the area may provide new cycleways and bus routes as well as accessible services and facilities.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>				
Classification	Developable (21-25)				
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

Reference	Stm017	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the west of Spalding Drove, Spalding								
Site area (Hectares)	8.66	Site capacity at 30 dph:	260	Site capacity at 25 dph:	216	Site capacity at 20 dph:	173	Site capacity from planning permissions:	<input type="text"/>
Availability	Is the site available?		<input checked="" type="checkbox"/> Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		<input checked="" type="checkbox"/> Yes						
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. 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).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		50						
	Delivered in yrs 11-15:		210						
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		<input checked="" type="checkbox"/> Yes						
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and local roads may not encourage bicycle use. No local bus stops. Access from Spalding Drove would not be acceptable. Should development be found to be acceptable, this site would have to be developed in conjunction with adjacent sites. The coordinated development of the area would need to provide new cycleways and bus routes and make improvements to Spalding Common, as well as accessible services and facilities.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (11-15)								
Flood risk	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

Reference	Stm018	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land between Cowbit Road and Spalding Drove, Spalding			
Site area (Hectares)	37.6 Site capacity at 30 dph:	1128 Site capacity at 25 dph:	940 Site capacity at 20 dph:	752 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 12, and be completed before year 25).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: 400 Delivered in yrs 16-20: 500 Delivered in yrs 21-25: 228			
Suitability	Is the site suitable?	Yes		
Explanation	<p>In scale with the 5,510 dwellings sought for Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is one of a number that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and local roads may not encourage bicycle use. No local bus stops. The site has a large enough frontage onto Barrier Bank for a safe and suitable access to be provided, although the bank would need to be reinforced and a new frontage footway provided. Spalding Drove would not be suitable to provide access to this site. Whilst access onto the A16 via Burr Lane and the link road running along the line of the old March railway would be good, there would be an expectation that both vehicular and pedestrian access should also be provided northwards into the town via Clay Lake and this section of Spalding Common is in poor condition, has no footways no street lighting and a high proportion of the traffic using it is HGVs attending the various businesses on its east side and the existing scrap metal facility.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (21-25)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm019	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	2.17 Site capacity at 30 dph:	65 Site capacity at 25 dph:	54 Site capacity at 20 dph:	43 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 15 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location.</p> <p>TRANSPORT - Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm021	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	1.75 Site capacity at 30 dph:	52 Site capacity at 25 dph:	44 Site capacity at 20 dph:	35 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 2 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. The site is in a significant Iron Age Romano British landscape, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm023	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	0.29 Site capacity at 30 dph:	<input type="text" value="9"/> Site capacity at 25 dph:	<input type="text" value="7"/> Site capacity at 20 dph:	<input type="text" value="6"/> Site capacity from planning permissions:
Availability	Is the site available? <input type="text" value="Yes"/>			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input type="text" value="Yes"/>			
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 9 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input type="text" value="Yes"/>			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location.</p> <p>TRANSPORT - Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a <input type="text"/> Zone3b	No hazard Low hazard Danger for some <input type="text"/> Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m <input type="text"/> 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm025	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	0.26 Site capacity at 30 dph:	8 Site capacity at 25 dph:	6 Site capacity at 20 dph:	5 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		8	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is part of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they round off Spalding in this location. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm027	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the west of Fen End Lane, Spalding			
Site area (Hectares)	0.24 Site capacity at 30 dph:	<input type="text" value="7"/> Site capacity at 25 dph:	<input type="text" value="6"/> Site capacity at 20 dph:	<input type="text" value="5"/> Site capacity from planning permissions:
Availability	Is the site available?	<input type="text" value="Yes"/>		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input type="text" value="Yes"/>		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		7	
	Delivered in yrs 11-15:			
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input type="text" value="Yes"/>		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is behind dwellings that face onto Fen End Lane and is adjacent Cowbit Road, which is much higher than the site level.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are no bus stops on roads adjoining the site. Access could be achieved off Fen End Lane for a single plot. The poor access of Burr Lane onto Barrier Bank indicates against any further residential development served via that junction.</p> <p>☒</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	<input type="text" value="No hazard"/> <input type="text" value="Low hazard"/> <input type="text" value="Danger for some"/> <input type="text" value="Danger for most"/> <input type="text" value="Danger for all"/>	<input type="text" value="No Depth"/> <input type="text" value="0m to 0.25m"/> <input type="text" value="0.25m to 0.50m"/> <input type="text" value="0.50m to 1.0m"/> <input type="text" value="1.0m to 2.0m"/> <input type="text" value(">2.0m"=""/>	

Reference	Stm028	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	The Elders Spalding Common, Spalding								
Site area (Hectares)	3.6	Site capacity at 30 dph:	108	Site capacity at 25 dph:	90	Site capacity at 20 dph:	72	Site capacity from planning permissions:	<input type="checkbox"/>
Availability	Is the site available?		<input checked="" type="checkbox"/> Yes						
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	Is the site achievable?		<input checked="" type="checkbox"/> Yes						
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low, including school improvements. If it is allocated, there is a reasonable prospect that it would be developed although commencement may be delayed by the need to improve the water and foul sewerage network (assumed to begin in year 10, and be completed before year 15).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		25						
	Delivered in yrs 11-15:		83						
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		<input checked="" type="checkbox"/> Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets. There are no major archaeological issues, further information may be required dependant on development.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not as accessible to Spalding's existing services and facilities as other sites but is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is near the planning permission for 2,250 dwellings to the west of the B1172, which also crosses the railway line. This will change the character of the area and this site, along with adjoining sites become more appropriate to round off Spalding in this location.</p> <p>TRANSPORT - Services and facilities are not accessible by foot and bicycles have to share road space, which may discourage their use. There are bus stops on the B1172. However, the development of the 2,250 dwellings to the west may change the situation and provide new accessible services and facilities. Spalding Common is suitable to provide access and the frontage would provide adequate visibility for a safe access. There is however no footway on the west side of Spalding Common. Ideally, this site should be developed in conjunction with the Stm010 site.</p> <p>☐ Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (11-15)								
Flood risk	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

Reference	Stm029	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>
Address	Land to the north of Burr Lane, Spalding			
Site area (Hectares)	0.92 Site capacity at 30 dph:	28 Site capacity at 25 dph:	23 Site capacity at 20 dph:	18 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are likely to be relatively low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 24 Delivered in yrs 11-15: 4 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets, and will not have adverse impacts on the character and appearance of the area - it is one of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they potentially round off Spalding in this location.</p> <p>INFRASTRUCTURE - It will not lead to the loss of, nor place undue burdens upon, existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located within or adjacent to Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - the site has no intrinsic amenity value, is not agricultural land, there are no nearby 'bad neighbour' uses, & it is previously developed land.</p> <p>TRANSPORT - services & facilities are potentially accessible on foot & by bicycle, & by public transport. The Highway Authority has commented that Burr Lane is not suitable to provide access to services and facilities for new residential development in this area, having no footways, poor access onto Barrier Bank and poor pedestrian and cycling linkages to the rest of Spalding. There are no bus stops on roads adjoining the site. However, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐ Consequently the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm030	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>
Address	Land to the east of Barrier Bank and north of Burr lane, Spalding			
Site area (Hectares)	5.19 Site capacity at 30 dph:	156 Site capacity at 25 dph:	130 Site capacity at 20 dph:	104 Site capacity from planning permissions:
Availability	Is the site available?	<input checked="" type="checkbox"/> Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	<input checked="" type="checkbox"/> Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 54 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input checked="" type="checkbox"/> Yes		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets, and will not have adverse impacts on the character and appearance of the area - it is one of a number of sites that form a block of land between Cowbit Road, the Coronation Channel, Spalding Drove and Burr Lane. There is also an allocated employment site on Spalding Drove with a recent planning permission for new business park, with another to the south against the A16. Together they potentially round off Spalding in this location.</p> <p>INFRASTRUCTURE - It will not lead to the loss of, nor place undue burdens upon, existing infrastructure.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities but is not located within or adjacent to Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - the site has no intrinsic amenity value, there are no nearby 'bad neighbour' uses, & it is previously developed land. However, the site is best and most versatile agricultural land.</p> <p>TRANSPORT - services & facilities are potentially accessible on foot & by bicycle, & by public transport. This particular parcel of land does not have a frontage onto a public highway but, if the principle of developing this area of Spalding should be found to be acceptable, this site would have to be developed in conjunction with adjacent sites.</p> <p>☐ Consequently the site is considered suitable.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stm031	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>
Address	Land to the south of Fen End Lane, Spalding			
Site area (Hectares)	6.33 Site capacity at 30 dph:	190 Site capacity at 25 dph:	158 Site capacity at 20 dph:	127 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	Yes		
Explanation	Good achievability. Values are moderate, and opening-up infrastructure costs are also likely to be moderate. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 9, and be completed before year 20).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 50 Delivered in yrs 11-15: 125 Delivered in yrs 16-20: 15 Delivered in yrs 21-25:			
Suitability	Is the site suitable?	No		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - although it would not have adverse impacts on natural or heritage assets, the residential development of this site would harm the character or appearance of the area - it is unrelated to Spalding's main built-up area and, although there is an existing group of dwellings off Fen End Lane, the area's character is nonetheless rural. This character would be undermined by the residential development of this site.</p> <p>INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure</p> <p>LOCATION - it is less accessible to Spalding's existing services & facilities, & is not located within or adjacent to Spalding's existing built-up area.</p> <p>SITE CHARACTERISTICS - the site has no intrinsic amenity value. However, it is best and most versatile agricultural land, and is not previously developed. Furthermore, the site abuts land allocated for mixed use employment development, which may may impact on the amenities enjoyed by any dwellings.☒</p> <p>TRANSPORT - although it is unlikely to create or exacerbate traffic problems, services & facilities are unlikely to be accessed on foot, by bicycle, or by public transport.</p> <p>☒ Unsuitable, due to adverse environmental impacts and poor location.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stp001	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Swindlers Drove, Spalding			
Site area (Hectares)	0.95 Site capacity at 30 dph:	28 Site capacity at 25 dph:	24 Site capacity at 20 dph:	19 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems. The owner indicates that the site will not be available before 2016.			
Achievability	Is the site achievable?	Yes		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be low, though flood mitigation costs are likely. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 8, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5:			
	Delivered in yrs 6-10:		24	
	Delivered in yrs 11-15:		4	
	Delivered in yrs 16-20:			
	Delivered in yrs 21-25:			
Suitability	Is the site suitable?	No		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is not accessible to Spalding's existing services and facilities and is not located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site is unrelated to the town's main built-up area, and its development would create an isolated and incongruous group of dwellings in the countryside, to the detriment of the area's character;</p> <p>TRANSPORT - Services and facilities are not accessible by foot, bicycles would have to share the highway and there are bus stops on Weston Hills Road.</p> <p>☐</p> <p>Consequently the site is considered unsuitable for a housing site.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stp002	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the south of Holbeach Road, Spalding			
Site area (Hectares)	5.06 Site capacity at 30 dph:	152 Site capacity at 25 dph:	126 Site capacity at 20 dph:	101 Site capacity from planning permissions:
Availability	Is the site available?	Yes		
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable?	No		
Explanation	The site is being promoted for development as a food/non food retail, hotel, A3/A4, car showroom, leisure and residential use. The number of houses envisaged is 5 hectares would be used for non-residential purposes. Given that the number of dwellings and the form of development proposed is unknown, it is impossible to assess the site's achievability for development.			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	No		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities, but is not located within/adjacent Spalding's existing built up area (defined settlement limit) because the A16 separates the site from the built up area of the town;</p> <p>SITE CHARACTERISTICS - The site is not well related to the town's main built-up area, and its development would create an isolated and incongruous group of dwellings in the countryside, to the detriment of the area's character. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Some services and facilities are not easily accessible by foot, owing to the distance to the town centre. There is a cycle way/shared footpath on the northern side of the A151. There are bus stops on Holbeach Road, west of the A16 and at Springfields. However, overall the site is not considered to be pedestrian friendly owing to the volume of traffic using this junction.</p> <p>☐</p> <p>Consequently the site is considered unsuitable for a housing site.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stp003	Settlement:	Spalding	Phase two SHLAA sites	<input type="checkbox"/>
Address	Former Jewsons premises, Roman Bank, Spalding				
Site area (Hectares)	0.49	Site capacity at 30 dph:	15	Site capacity at 25 dph:	12
				Site capacity at 20 dph:	10
				Site capacity from planning permissions:	63
Availability	Is the site available?				
	Yes				
Explanation	Full planning permission (ref H16-0223-07) is outstanding for the construction of 63 dwellings				
Achievability	Is the site achievable?				
	Yes				
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 10).				
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 63 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:				
Suitability	Is the site suitable?				
	Yes				
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 63 dwellings.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycle and there are bus stops on Holbeach Road.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>				
Classification	Developable (06-10)				
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m		

Reference	Stp004	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	80-89 Commercial Road, Spalding								
Site area (Hectares)	0.16	Site capacity at 30 dph:	5	Site capacity at 25 dph:	4	Site capacity at 20 dph:	3	Site capacity from planning permissions:	14
Availability	Is the site available?		Yes						
Explanation	Full planning permission (ref H16-0872-12) is outstanding for the construction of 14 dwellings								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 10).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		14						
	Delivered in yrs 11-15:								
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 14 dwellings. SHDC Environmental Health identify that the site is on a list of potentially contaminated sites requiring further investigation.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycles and there are no nearby bus stops.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (06-10)								
Flood risk	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

Reference	Stp005	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Willow Row, Spalding			
Site area (Hectares)	0.52 Site capacity at 30 dph:	16 Site capacity at 25 dph:	13 Site capacity at 20 dph:	10 Site capacity from planning permissions:
Availability	Is the site available? <input checked="" type="checkbox"/> Yes			
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.			
Achievability	Is the site achievable? <input checked="" type="checkbox"/> Yes			
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 15).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 12 Delivered in yrs 11-15: 4 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input checked="" type="checkbox"/> Yes			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - It is a cleared site that is surrounded by residential development.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycles and there are no near by bus stops.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (11-15)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Stp006	Settlement:	Spalding	Phase two SHLAA sites <input checked="" type="checkbox"/>
Address	Industrial premises at Marsh Road/Stumps Lane, Spalding			
Site area (Hectares)	1.2 Site capacity at 30 dph:	36 Site capacity at 25 dph:	30 Site capacity at 20 dph:	24 Site capacity from planning permissions:
Availability	Is the site available?	<input type="text" value="Yes"/>		
Explanation	There is no planning permission or allocation and, although there are no known ownership problems, the site is currently in use by various industrial/commercial enterprises. The site's release for redevelopment may be delayed by the need to move existing occupiers.			
Achievability	Is the site achievable?	<input type="text" value="Yes"/>		
Explanation	Moderate achievability. Values are moderate, but opening-up infrastructure costs are likely to be relatively high for reasons such as flood risk mitigation. And site clearance costs. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed. Development is assumed to begin in year 9 (because of the need to move existing occupiers) and be completed before year 15.			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 16 Delivered in yrs 11-15: 20 Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable?	<input type="text" value="No"/>		
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - although it would not have adverse impacts on natural or heritage assets, the site is visually unrelated to the existing town and its residential redevelopment would create an incongruous group of dwellings in an area which currently has a mixed rural and commercial character.</p> <p>INFRASTRUCTURE - although it will not place undue burdens on existing infrastructure, the site is in use (though not allocated) as employment land. However, the Employment Land Technical Paper (Aug 2015) does not conclude that it should be allocated for employment use, and its loss would be unlikely to have adverse economic impacts.</p> <p>LOCATION - although it is relatively accessible to the town's existing services and facilities, it is not located within or adjacent to the town's existing built-up area.</p> <p>SITE CHARACTERISTICS - there are no nearby 'bad neighbour' uses, it is not agricultural land, it is previously developed land, and the site has no intrinsic amenity value</p> <p>TRANSPORT - services & facilities are potentially accessible on foot, & by bicycle & public transport & it is unlikely to create or exacerbate traffic problems.</p> <p>☒ Unsuitable, due to adverse environmental impacts, & poor location.</p>			
Classification	Undevelopable			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Wyg003	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the east of Wygate Park, Spalding								
Site area (Hectares)	3.6	Site capacity at 30 dph:	108	Site capacity at 25 dph:	90	Site capacity at 20 dph:	72	Site capacity from planning permissions:	112
Availability	Is the site available?		Yes						
Explanation	Full planning permission (ref.H16-0620-11) is outstanding, with 112 dwellings undeveloped.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate and opening-up infrastructure costs are likely to be moderate. Planning permission is outstanding and there is a reasonable prospect that it will be completed before year 10).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		112						
	Delivered in yrs 11-15:								
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 130 dwellings with 112 undeveloped.☐</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycle and there are bus stops on Wygate Park.☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (06-10)								
Flood risk	Zone 1		No hazard		No Depth				
	Zone 2		Low hazard		0m to 0.25m				
	Zone 3a		Danger for some		0.25m to 0.50m				
	Zone 3b		Danger for most		0.50m to 1.0m				
			Danger for all		1.0m to 2.0m				
					>2.0m				

Reference	Wyg004	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>
Address	Land to the east of Wygate Park, Spalding			
Site area (Hectares)	6.79	Site capacity at 30 dph:	204	Site capacity at 25 dph:
			170	Site capacity at 20 dph:
			136	Site capacity from planning permissions:
				105
Availability	Is the site available? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
Explanation	Full planning permission (ref, H16-0623-10) is outstanding, with 105 dwellings undeveloped.			
Achievability	Is the site achievable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
Explanation	Moderate achievability. Values are moderate and opening-up infrastructure costs are likely to be moderate. Planning permission is outstanding and there is a reasonable prospect that it will be completed before year 10).			
Assumed delivery rate	Delivered in yrs 1-5: Delivered in yrs 6-10: 105 Delivered in yrs 11-15: Delivered in yrs 16-20: Delivered in yrs 21-25:			
Suitability	Is the site suitable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/>			
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 161 dwellings with 105 undeveloped.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycle and there are bus stops on Wygate Park.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>			
Classification	Developable (06-10)			
Flood risk	Zone 1 Zone 2 Zone 3a Zone 3b	No hazard Low hazard Danger for some Danger for most Danger for all	No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m	

Reference	Wyg005	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land west of The Hayfields, Spalding								
Site area (Hectares)	5.36	Site capacity at 30 dph:	161	Site capacity at 25 dph:	134	Site capacity at 20 dph:	107	Site capacity from planning permissions:	195
Availability	Is the site available?		Yes						
Explanation	Full planning permission (ref. H16-0430-05) is outstanding, with 195 dwellings undeveloped.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate and opening-up infrastructure costs are likely to be moderate. Planning permission is outstanding and there is a reasonable prospect that it will soon be developed (assumed to begin in year 6, and be completed before year 15).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		125						
	Delivered in yrs 11-15:		70						
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 316 dwellings with 195 undeveloped.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycle and there are bus stops on Wygate Park.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (11-15)								
Flood risk	Zone 1		No hazard			No Depth			
	Zone 2		Low hazard			0m to 0.25m			
	Zone 3a		Danger for some			0.25m to 0.50m			
	Zone 3b		Danger for most			0.50m to 1.0m			
			Danger for all			1.0m to 2.0m			
						>2.0m			

Reference	Wyg006	Settlement:	Spalding	Phase two SHLAA sites <input type="checkbox"/>					
Address	Land to the east of Wygate Park, Spalding								
Site area (Hectares)	7.82	Site capacity at 30 dph:	235	Site capacity at 25 dph:	196	Site capacity at 20 dph:	156	Site capacity from planning permissions:	226
Availability	Is the site available?		Yes						
Explanation	Planing permission (ref.H16-0716-13) is outstanding, with 266 dwellings undeveloped.								
Achievability	Is the site achievable?		Yes						
Explanation	Moderate achievability. Values are moderate and opening-up infrastructure costs are likely to be moderate. Planning permission is outstanding and there is a reasonable prospect that it will be completed before year 15).								
Assumed delivery rate	Delivered in yrs 1-5:								
	Delivered in yrs 6-10:		125						
	Delivered in yrs 11-15:		101						
	Delivered in yrs 16-20:								
	Delivered in yrs 21-25:								
Suitability	Is the site suitable?		Yes						
Explanation	<p>The site is in scale with the 5,510 dwellings which the emerging Local Plan seeks to be developed in Spalding.</p> <p>ENVIRONMENTAL IMPACTS - It will not have adverse impacts on natural, built or heritage assets.</p> <p>INFRASTRUCTURE - It will not lead to the loss of existing infrastructure, such as open space, green infrastructure or community facilities.</p> <p>LOCATION - It is accessible to Spalding's existing services and facilities and is located within/adjacent Spalding's existing built up area (defined settlement limit);</p> <p>SITE CHARACTERISTICS - The site has planning permission for 286 dwellings with 266 undeveloped.</p> <p>TRANSPORT - Services and facilities are accessible by foot, bicycle and there are bus stops on Wygate Park.</p> <p>☐</p> <p>Consequently the site is considered suitable for a housing site.</p>								
Classification	Developable (11-15)								
Flood risk	Zone 1				No hazard	No Depth			
	Zone 2				Low hazard	0m to 0.25m			
	Zone 3a				Danger for some	0.25m to 0.50m			
	Zone3b				Danger for most	0.50m to 1.0m			
					Danger for all	1.0m to 2.0m			
						>2.0m			