

# Yews Farm Spalding- Phase 1 Masterplan- For Ashwood Homes Ltd.

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# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Introduction

This masterplan document is prepared by 3D Planning and NKW Architecture on behalf of Ashwood Homes.

The masterplan deals explicitly with phase 1 of Vernatts Strategic Urban extension (SUE) as allocated in the South East Lincolnshire Plan -adopted in March 2019.

Within the development plan allocation of this site, the policy and supporting text identified a number of issues and criteria that the masterplan must address; it also identifies that the masterplan should be approved either before any planning application is submitted or in parallel with this process.

Further detail relating to the delivery of this proposal will be set out in this document, the planning design and access statements and supporting documents which will accompany the subsequent planning application.

The allocation for and background to the site allocation and masterplan is set out in the South East Lincolnshire Local Plan.

## South East Lincolnshire Local Plan 2011-36

### States that-

*'Separate master plans for the individual phases to be agreed with South Holland District Council and its partners, which must conform to the approved SWRR Delivery Strategy.'*

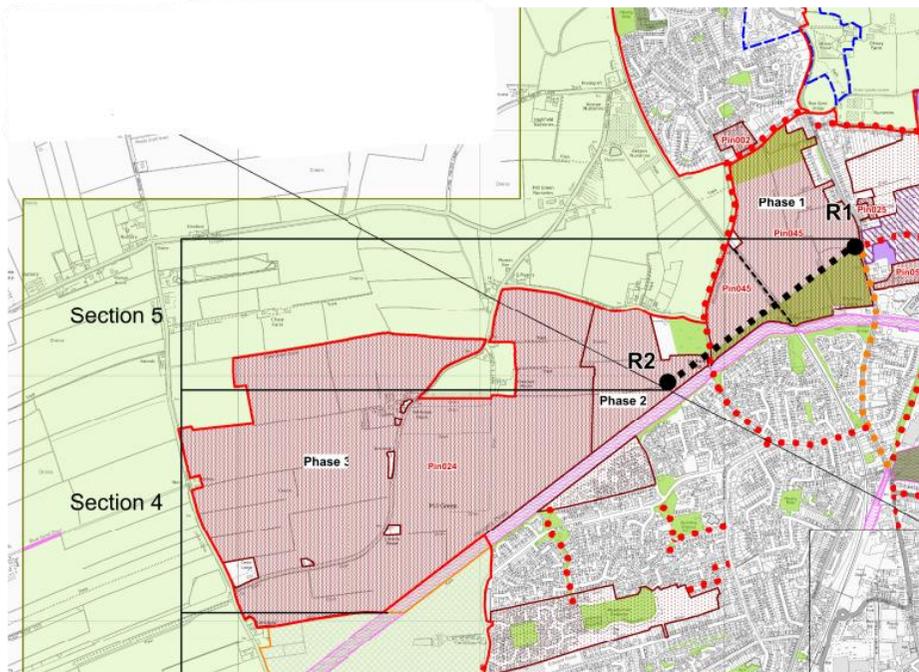
This masterplan document considers both the physical constraints on the site and the planning constraints/ aspirations to provide a masterplan for Phase 1 which are set out opposite;

- *water supply network: infrastructure and any improvements required to serve proposed growth; and*
- *foul sewerage network capacity: infrastructure and any improvements required to serve proposed growth.*
- *in respect of Site Pin045 (covering Phase 1 and part of Phase 2):*
- *it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some', and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation;*
- *gas mains cross the site;*
- *water mains and sewers cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan; and*
- *the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site.*

# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Site location and relationship to Spalding and Pinchbeck

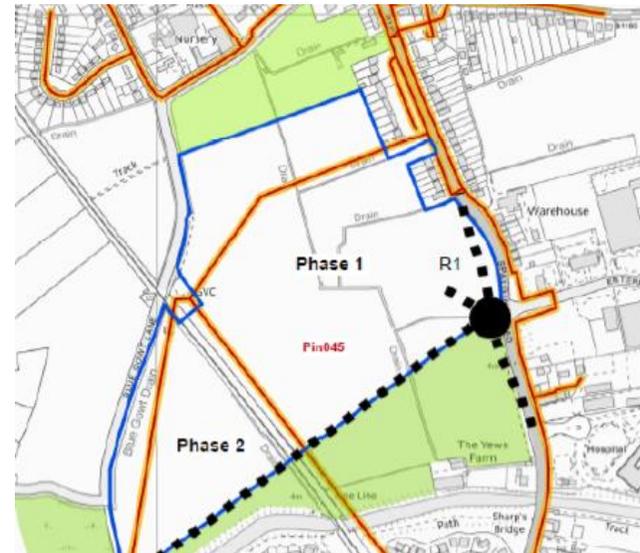
The majority of the new housing for Spalding as allocated in the adopted local plan is located to the west of the town as shown on the plan extract below (housing allocations shown red hatch).



One of the key reasons for the location of development as configured was to provide funding for the approved Spalding Western Relief Road (SWRR) which is a strategic piece of transport infrastructure intended to relieve traffic congestion within Spalding itself.

This masterplan document deals only with Phase 1 of the allocation- that is land west of Pinchbeck Road, to the south of Market way, to the east of Blue Gowt Lane and the railway line and to the north of the

SWRR alignment; this land forms part of the PIN 045 allocation. It is noted that phase 1 also includes land to the south of the SWRR alignment and to the north of Vernatts Drain although this lies outside of the residential element of PIN45; the policy requires this to be designated as recreational open space and this is indicated on the final masterplan.



## Relationship to the Spalding Western relief Road (SWRR)

The Spalding Western Relief Road SWRR was granted planning permission by the Lincolnshire County Council in December 2019, under ref PL/0038/19.

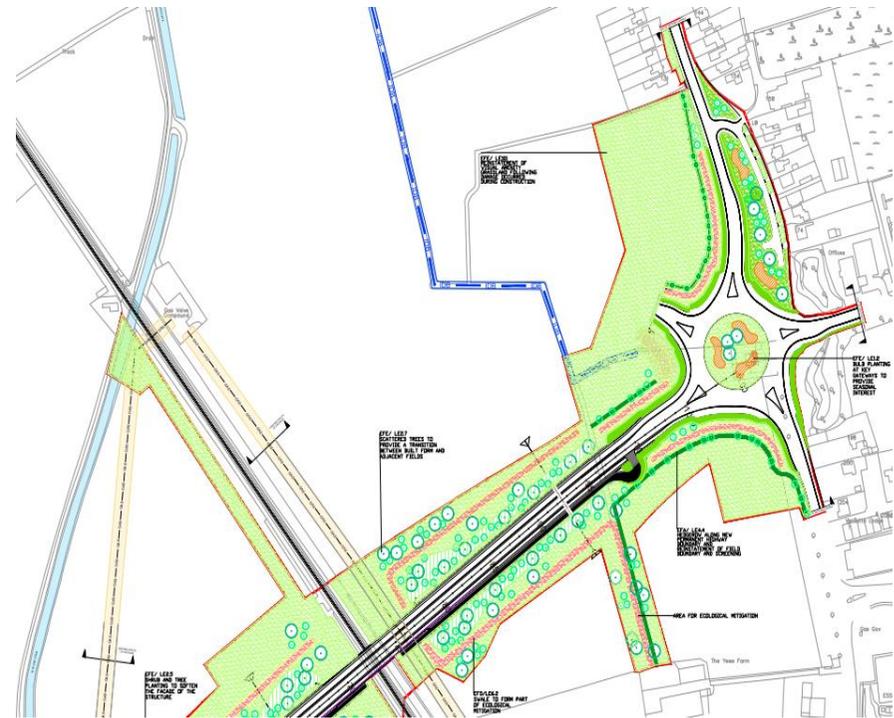
## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

The quoted aims and benefits of the SWRR- as set out on the Lincolnshire County Council website are to;

- Support sustainable housing and commercial growth within South Holland
- Reduce delays and improve journey times for road users
- Lessen the impact of increased freight passing through Spalding
- Reduce traffic congestion in Spalding town centre
- Enhance connectivity by improving west to south links around Spalding
- Improve air quality, reduce carbon emissions and address town centre safety
- Improve the reliability of public transport by minimising town centre delays
- Encourage walking and cycling by reducing town centre traffic

It is noted that the funding of the SWRR is reliant to a significant part on planning gain derived from the housing developers of the housing development approved around Spalding- this gain is to be sought by the Councils (District and County) in terms of a financial contribution per dwelling and is to be paid to South Holland District Council (as local planning authority- LPA) and will be used exclusively to fund the first phase of the SWRR.

The extent to this contribution per site/ per dwellings will be subject to viability testing along with other policy elements of the Section 106 agreement which will be determined as part of the subsequent planning application for the residential elements of phase 1.



Above is an extract from the approved layout for the Spalding Western Relief Road (SWRR) in relation to phase 1 of the residential development, showing the alignment and junction design. Phase 1 housing lies to the north of this new road.

# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

Below is an extract from the county council information website in respect to the proposed funding mechanism for the SWRR.

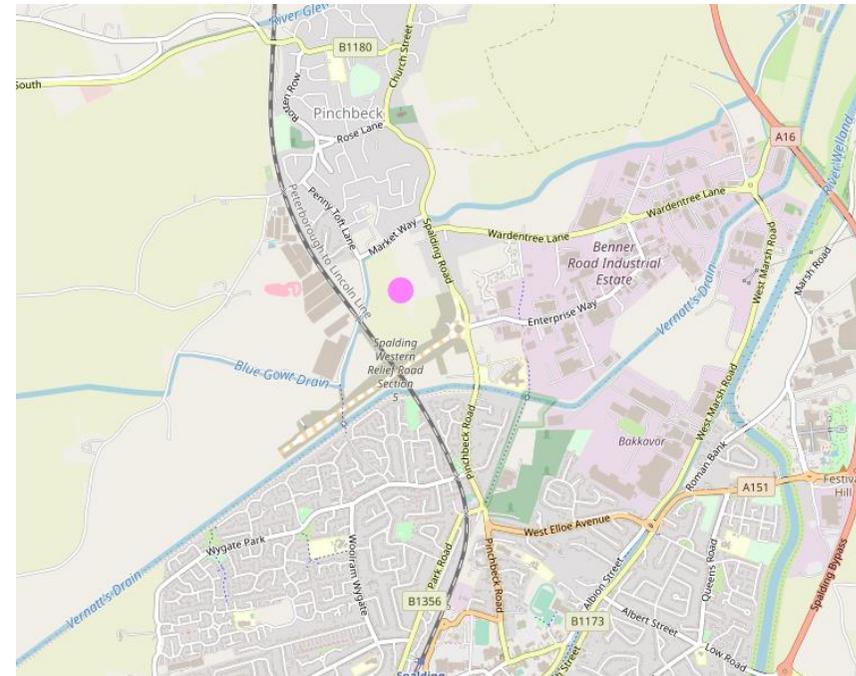
## Cost and funding

Contributions from developers will remain the primary source of funding for the three phases of the relief road.

A £224,000 grant for the Northern Spalding Sustainable Urban Extension was formally accepted in July 2017. This was used towards the development of technical and detailed design work for the northern phase.

We were awarded £12m from the Government's housing infrastructure fund, along with South Holland District Council. This will go towards the Northern Spalding Sustainable Urban Extension and northernmost section of the relief road.

The developers of the housing elements on phase 1 (Ashwood Homes and other landowners) will be required to make a financial contribution to fund the northeastern part of the road from the proposed roundabout to the west of the railway up to and including the new Spalding Road roundabout. (roundabouts 1 and 2).

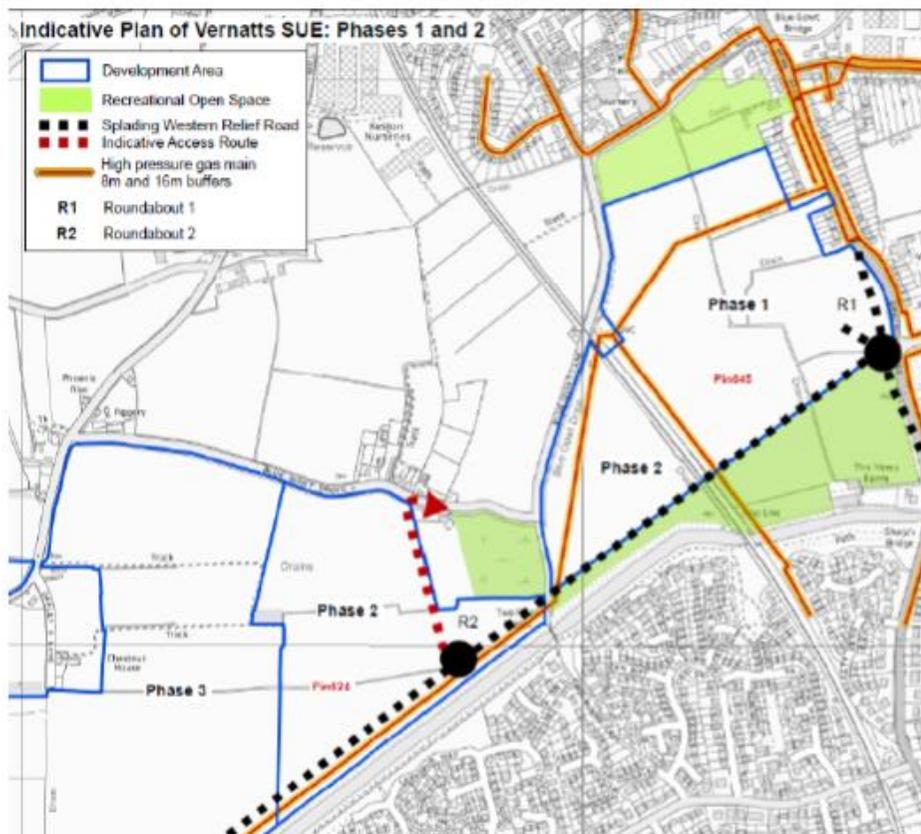


“Base map and data from OpenStreetMap and OpenStreetMap Foundation”.

# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Development plan context

Policy 15 of the adopted development plan sets out the justification for, and components of, the Vernatts Sustainable Urban Extension (VSUE) as a whole and also identifies key constraints, requirements and opportunities for each phase.



### Policy 15: Vernatts Sustainable Urban Extension

Land to the north of the Vernatt's Drain, as identified on the Policies Map Inset for Spalding and Pinchbeck, will provide approximately 4,000 dwellings and supporting community infrastructure, Sections 4 and 5 of the Spalding Western Relief Road (SWRR) and significant open space.

The Vernatts Sustainable Urban Extension (SUE) will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:

#### A. Phase 1 will include:

1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of Section 5 of the SWRR), and the Local Highway Authority's acquisition of the land required for the SWRR through to Blue Gowt Lane;
2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Section 5 of the SWRR, accessed off the five-spur roundabout;
3. land lying to the east of the Joint Line railway and south of the proposed Section 5 of the SWRR to be designated as Recreational Open Space which will be protected from built development;
4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;

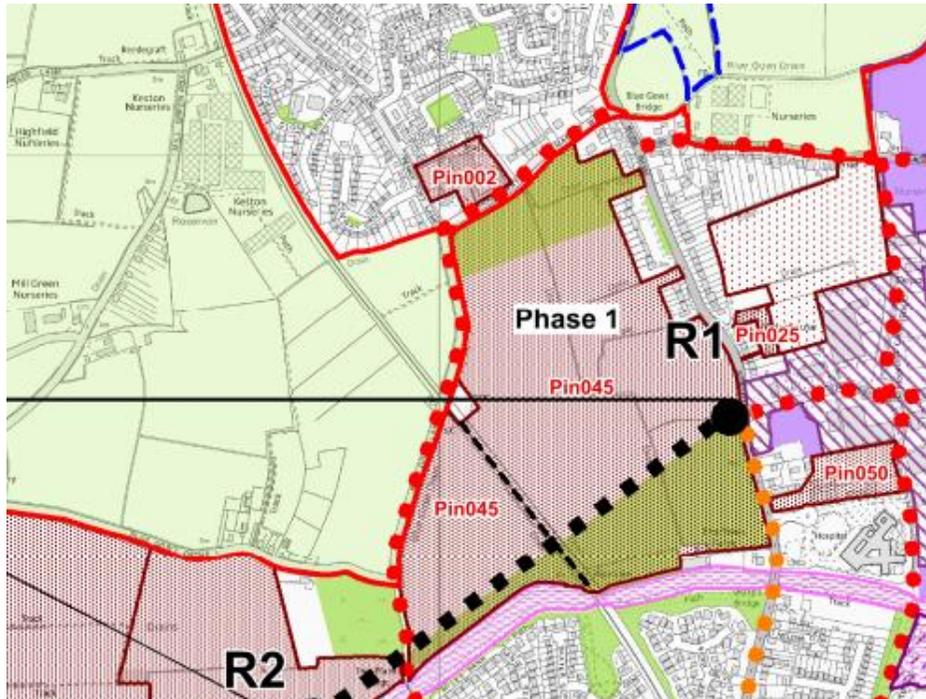
Therefore, from the above- the key parameters of the masterplan for phase 1 are;

- Single access point from Spalding Bypass (SWRR).
- Residential development of approx. 500 new homes.
- Open space to north of site and to the south of Market Way.
- N.B. the open space south of the SWRR is not within the residential masterplan area as it is physically separated from the residential land by the new bypass and not easily accessible.

# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Physical and policy constraints to development

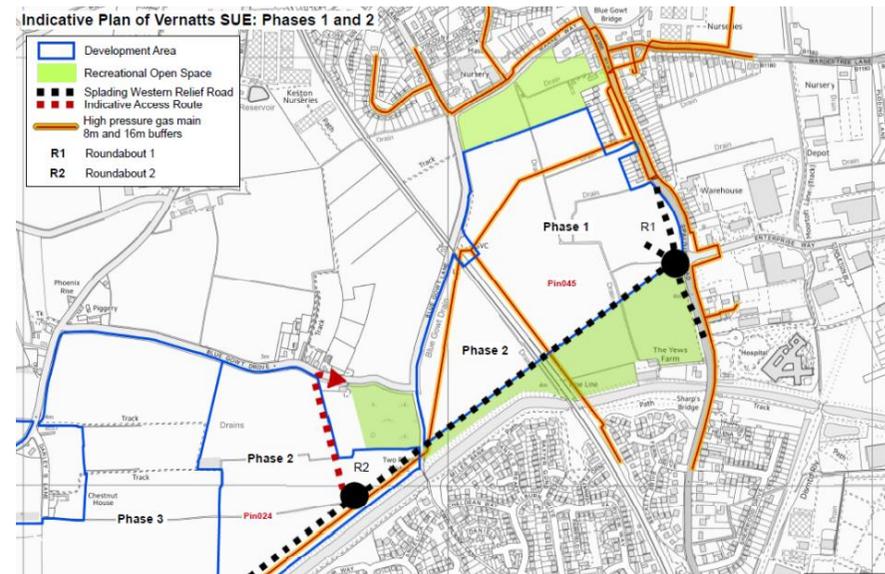
Policy 15: Vernatts Sustainable Urban Extension



The additional explanatory text to the policy also sets out a number of requirements;

- Provision of landscaped open space buffer to north of site to achieve separation to established development on Market Way.
- Pedestrian and cycle access to Spalding Road to the east and Blue Gowt Lane to the west.

- Pedestrian access to be investigated to the south – below the bypass flyover.
- Sustainable drainage strategy that will provide attenuation within semi natural amenity space to manage water runoff and provide opportunities for biodiversity.
- Layout takes into account the physical constraints on site with drains, gas mains and frontage to the railway.

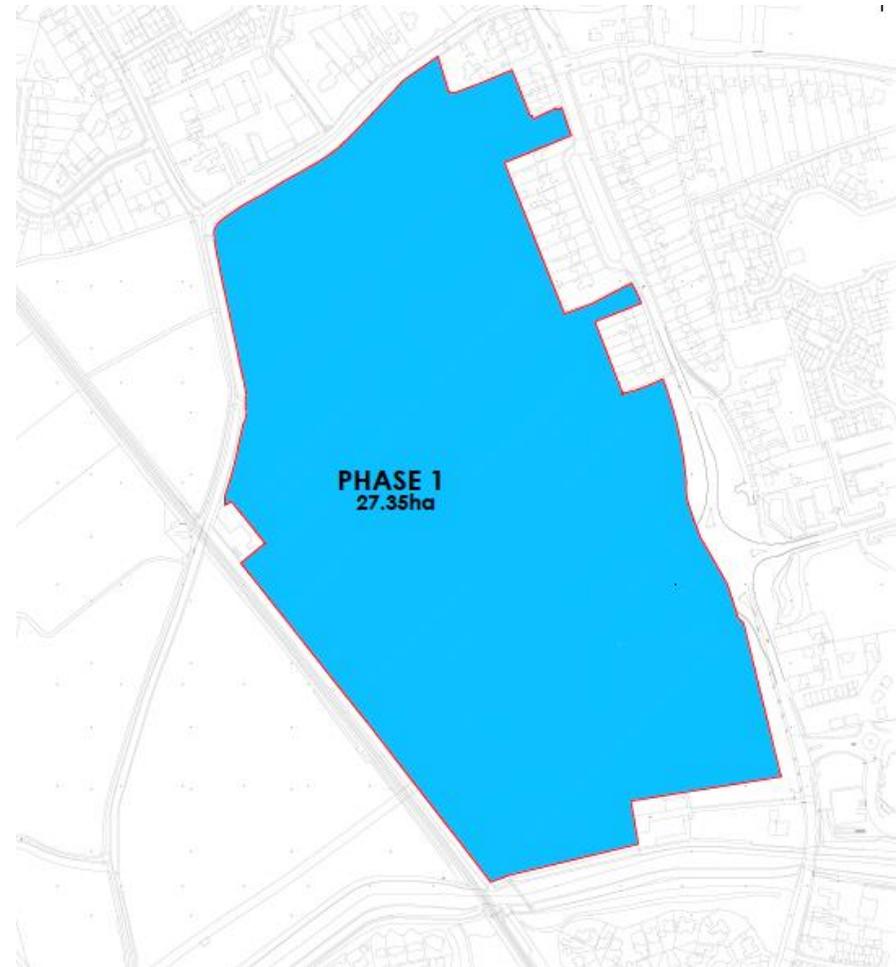


Above -Indicative plan for phase 1-2 extracted from the annex to the local plan.

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

**Further site investigations and identification of constraints to inform masterplan.**

The gross site area for phase 1 is identified in blue below- this shows the whole of the allocated phase 1. including the open space, route for the SWRR and the housing areas for the 500 homes.



Above plan showing total extent of phase 1 including the route of the SWRR, housing and open space.

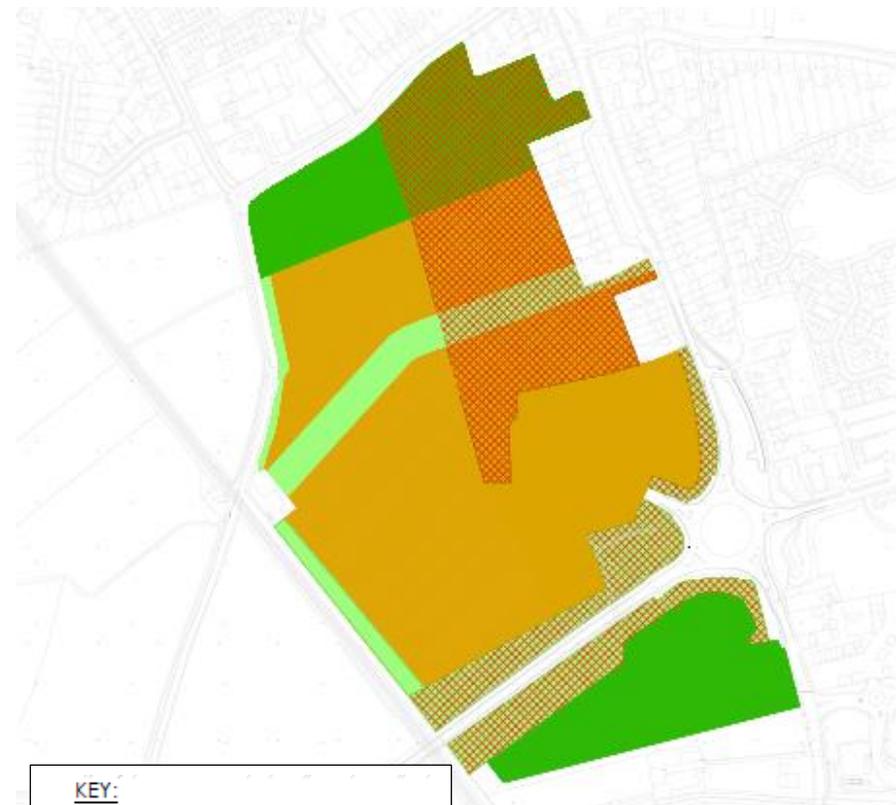
## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

It is known that;

- The local plan makes provision for a single vehicular access from R1.
- There are gas mains crossing the site and these must be given the appropriate buffers.
- There are drains and ditches around and within the site and these must be given appropriate buffers.
- There was believed to be a water main crossing the site- subsequent investigation has shown that this is now decommissioned and does not constitute a constraint.

The following series of drawings indicate how these constraints have been taken into account.

Having regard to the physical and policy constraints imposed, the developable area- (i.e., total area for phase 1 minus the constraints - route of SWRR, the green area designated as recreational open north and south and ditch/ pipeline offsets) is reduced from 27.35 Ha to 14.18 Ha.



KEY:	
PHASE 1 RESIDENTIAL AREA	
RECREATIONAL OPEN SPACE AREAS	
INCIDENTAL PUBLIC OPEN SPACE	
AREA OUTSIDE OF ASHWOOD HOMES CONTROL	

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

Given the policy requirement for approx. 500 dwellings- necessary to fund the SWRR- this gives a net average density over phase 1 (including roads, SUDs and onsite open space) of approximately 34 dwellings per Ha.

The red hatched areas show land within phase 1 which is not in Ashwood's control or ownership.

Whilst the masterplan is intended to address all of KP1 – it is understood that the adjacent housing land is not able to come forward at this time due to access and covenant issues and as such key constraints are identified but no design elements are incorporated in relation to this land.

Critically the masterplan indicates that this adjacent land could come forward in a coordinated manner in due course.

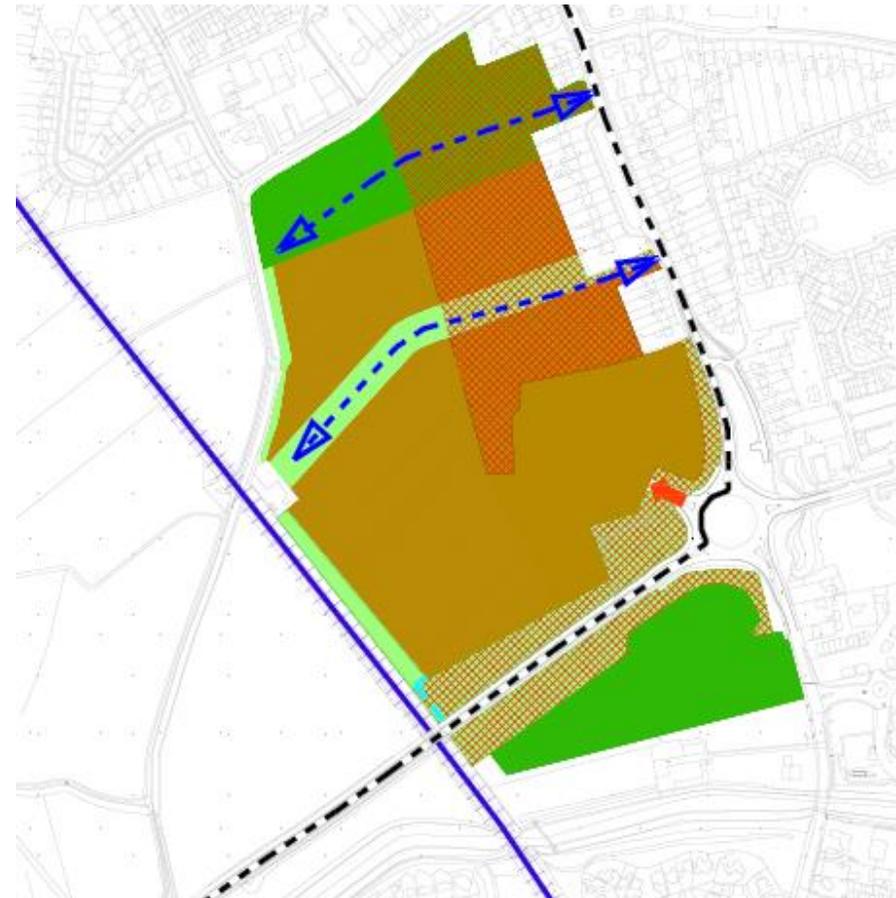
In addition, the identified area of open space between the SWRR and Vernatt's Drain is not within the control or ownership of Ashwood Homes.

Importantly, the masterplan identifies the following constraints.

- Routes and linkages to and through the site.
- Strategic open space.
- Offset distances from the gas pipelines.
- Offset from the railway and gas pumping station.
- Offset from SWRR.

In combination the above constraints reduce the developable area of the housing elements within phase 1 site to 14.18 Ha giving a net

density of 34 dwellings per hectare (including roads incidental open space) for the housing development.

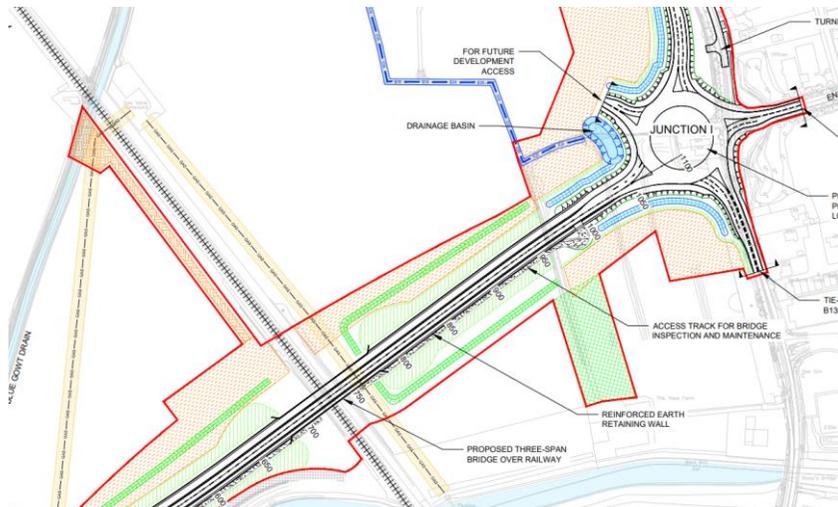


Above is the evolving masterplan showing potential east- west pedestrian and cycle routes through the development linking Spalding Road to Blue Gowt Lane- which in turn provides a pedestrian/ cycle

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

route across the river to Two Plank Lane and the northern fringes of Spalding.

Routes north to south are constrained by the route of the SWRR, the railway and the river- although it is noted that the proposed bypass bridge over the railway will incorporate an arch to enable pedestrian access from the residential element of phase 1 to the recreational open space south of the SWRR.



# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Wider design considerations

The NPPF and adopted local plan emphasises the need for good design as a fundamental element of sustainable development.

In addition to the masterplan having regard to the physical and policy constraints of the allocation it is also necessary to consider the design and appearance of this significant and prominent housing development.

Key design considerations are;

- Entrances.
- Edges. and
- Routes.

The local plan allocation identifies a single vehicular access for phase 1 from the new Spalding Road /SWRR roundabout and as such it will be important that the entrance to the development is of the highest design quality; the evolution masterplan below shows the key design entrance and edges shown in red dotted lines opposite.



### KEY:

PHASE 1 RESIDENTIAL AREA		DEVELOPMENT EDGE	
RECREATIONAL OPEN SPACE AREAS			
INCIDENTAL PUBLIC OPEN SPACE			
AREA OUTSIDE OF ASHWOOD HOMES CONTROL			
SITE ENTRANCE			

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

### Masterplan Process to approval

The adopted local plan requires that the masterplan is approved by 'The Council' meaning South Holland District Council either in advance of or alongside the planning application.

To this end this Masterplan document is submitted to SHDC for approval in advance of the application so that officers and members have the opportunity to consider, comment on and approve the masterplan prior to the application for planning permission being finalised and submitted for determination.

It is understood from pre application meetings with senior council officers that the council is very keen to see delivery development on the SUE from;

- Strategic planning objective,
- A housing land delivery point of view, and
- That of securing the S106 funding to pay for the SWRR bypass.

To this end Ashwood Homes is proposing to submit a **hybrid planning application** that is one that seeks outline planning permission for part of a site, whilst also seeking full (or detailed) planning permission on another portion; the benefits of this over the more traditional outline permission followed by reserved matters should be that the hybrid process should be quicker and will enable development to commence sooner than would be the case with outline and subsequent reserved matters submissions.

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

### Background reports and constraints to inform masterplan

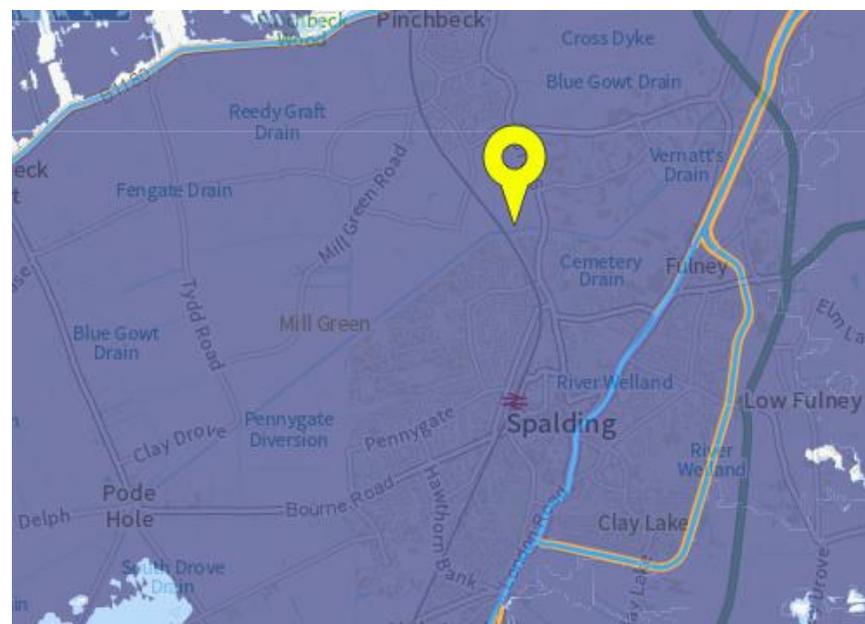
The adopted policy identifies a number of planning reports required to inform and guide the development of the masterplan- these will be submitted in detail with the planning application- however below are summaries of the findings and implications for the masterplan.

**Heritage assessment;** as identified in the local plan as a requirement; a full archaeological heritage impact assessment has been carried out by APS which confirmed that there are no significant archaeological remains on site that would act as a constraint to development; this being the case heritage is not a constraint to the masterplan.

*We await the final results from the works undertaken as part of the SWRR but APS confirm that the Roman site found in the road corridor does not extend into the phase 1 application site redline at all apart from a couple of boundary ditches which may require a watching brief to confirm their extent.*

There are no listed buildings or other statutory heritage assets close to the site and as such a wider heritage impact assessment is not necessary.

**Flood risk assessment-** it is noted that the site – and indeed the vast majority of the land around Spalding is identified in the Environment Agency maps as being within flood zone 3.



The site has been considered in a site-specific Flood Risk Assessment by Inspire design and it is confirmed that through considered design measures the development can be made safe from flooding for its lifetime. As such flood risk is not a constraint on the masterplan.

**Contaminated land assessment:** given proximity to railway- the report by GeoDyne following a phase 1 desktop study and phase 2 exploratory investigation identifies no evidence of contamination and as such this is not considered to be a constraint on the masterplan configuration

**Noise assessment:** having regard to the proximity of the site to the railway and the proposed SWRR the site has been subject to a noise report to identify sources of local noise and to recommend

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

appropriate mitigation measures to ensure suitable residential amenity.



Areas of mitigation shown blue and red – as applied to a preliminary illustrative layout (NB the final layout will differ from this due to design evolution).

The report identifies that that the majority of the site is not adversely impacted by external noise sources- but for the boundary areas identified in blue and red external noise can be mitigated through layout design, enhanced double glazing and passive ventilation to the boundary properties. As such noise impact is not a constraint on the masterplan.

**Anglian Water pre Planning Assessment;** identifies the route of water and foul water infrastructure on and around the site.

These constraints have been incorporated into the masterplan.



**Ecology;** A phase 1 ecology report by Hillier Ecology found that there are no ecological constraints to development and summarises the position at Para 1.11 that .

*Overall the site itself is of low ecological value and will benefit from the enhancements offered by development; value is present in the reedbed habitat adjacent to the site which will need appropriate protection from development.*

As such ecology does not form a constraint to the masterplan.

### **In summary.**

None of the reports adversely impact on the net developable area within Phase 1 as identified on the final version of the masterplan; as set out below showing pedestrian cycle and highways routes too, and through the proposal as well as indicative building forms.

# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

It is proposed that the masterplan below and opposite be approved as the 'Masterplan' for phase 1.



# Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

## Annex 1

### Policy and supporting text as extracted from the Policy 15 of the adopted local plan

Land to the north of the Vernatts Drain, as identified on the Policies Map Inset for Spalding and Pinchbeck, will provide approximately 4,000 dwellings and supporting community infrastructure, Sections 4 and 5 of the Spalding Western Relief Road (SWRR) and significant open space.

The Vernatts Sustainable Urban Extension (SUE) will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:

#### A. Phase 1 will include:

**1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of Section 5 of the SWRR), and the Local Highway Authority's acquisition of the land required for the SWRR through to Blue Gowt Lane;**

**2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Section 5 of the SWRR, accessed off the five-spur roundabout;**

**3. land lying to the east of the Joint Line railway and south of the proposed Section 5 of the SWRR to be designated as Recreational Open Space which will be protected from built development.**

**4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;**

B. Phase 2 will include:

1. the south-westward continuation of Section 5 of the SWRR to a roundabout junction (Roundabout 2) situated to the west of Two Plank Bridge; and
2. the development of approximately 500 dwellings and appropriate community infrastructure accessed off Roundabout 2, which are expected to be completed within the Local Plan period.

C. Phase 3 will include:

1. Section 4 of the SWRR, which involves its south-westward continuation in parallel with the Vernatt's Drain up to a bridge crossing of it to the west of Wygate Park, and then leaving the urban extension and progressing southwards to a junction with the A151 Bourne Road; and
2. the development of approximately 3,000 dwellings and appropriate community infrastructure beyond the Local Plan period, accessed off a combination of Roundabout 2, and one or more junctions on that part of the SWRR lying within the urban extension.

The provision of new or enhanced physical and community infrastructure will be required to mitigate the impact of development across the three phases of the urban extension and contribute to the creation of a sustainable community. Some of this will be provided within the urban extension and some outside, as appropriate. It will be secured via s106 agreements and relate to the provision of:

1. a local centre within the urban extension to west of the Joint Line railway;
2. nursery, primary and secondary school places;
3. health care facilities;

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

4. open space, and sports and recreational facilities; and
5. mitigation and/or enhancement measures in respect of the historic and natural environments.

### Development proposals will be expected to:

- i. undertake a heritage impact assessment to inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment;
- ii. the heritage impact assessment results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment;
- iii. provide an element of affordable housing in accordance with Policy 18;
- iv. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;
- v. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design;
- vi. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA;
- vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses within the Sustainable Urban Extension and by providing links to neighbouring areas;

- viii. integrate sufficient car and cycle parking in accordance with the standards set out in Policy 36;
- ix. demonstrate that potential noise and visual impacts arising from the SWRR and the Joint Line railway can be adequately mitigated;
- x. incorporate a foul drainage strategy for the Sustainable Urban Extension as a whole, and for each phase;
- xi. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk; and
- xii. create natural habitat, contribute to resilient ecological networks and provide net natural environmental gain.

Phases 1 and 2 of development will be required to contribute to the delivery of Section 5 of the SWRR, and Phase 3 will be required to contribute to the delivery of Sections 3 and 4 of the SWRR. These contributions will be in accordance with the Local Highway Authority's approved SWRR Delivery Strategy 69;

In respect of all three Phases, South Holland District Council and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.

Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions, the calculation of which will be subject to viability.

## Masterplan document for Spalding- Vernatt's Sustainable Urban Extension- Housing Phase 1 – Yews Farm

Development proposals for these three Phases which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted.

Specifically, housing development cannot commence on:

☒ Phase 1, until such time as the land required for the route of Section 5 to Blue Gowt Lane is acquired by the Local Highway Authority; and

☒ Phase 3, until South Holland District Council, as Local Planning Authority, has approved the number of dwellings that could be provided in advance of the completion of Section 3 of the SWRR (which links the Vernatts SUE with the A151 Bourne Road) should there be a delay in its delivery.

Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners, which must conform to the approved SWRR Delivery Strategy. The preparation of master plans should have regard to the key constraints outlined below.

In respect of the whole of the proposed development:

☒ water supply network: infrastructure and any improvements required to serve proposed growth; and

☒ foul sewerage network capacity: infrastructure and any improvements required to serve proposed growth.

In respect of Site Pin045 (covering Phase 1 and part of Phase 2):

☒ it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some', and flood

depth in 2115 as up to 1m. Development will be required to include appropriate mitigation;

☒ gas mains cross the site;

☒ water mains and sewers cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan; and

☒ the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site.

In respect of Site Pin024 (covering part of Phase 2 and Phase 3):

☒ it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some', 'low hazard' and 'no hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.

☒ water mains cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5: Meeting Physical Infrastructure and Service Needs of the Local Plan; and

☒ it wraps around a pottery which is identified on the SHDC contaminated land register.