



## Chapter 19

# Spilsby Area

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

## Chapter 19

### Spilsby Area

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

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

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

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

### Spilsby (Inset Maps 52 and 52.1)

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

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

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

### Land for Housing

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

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LA177879

For proposals relating to this part of the map see INSET MAP 58

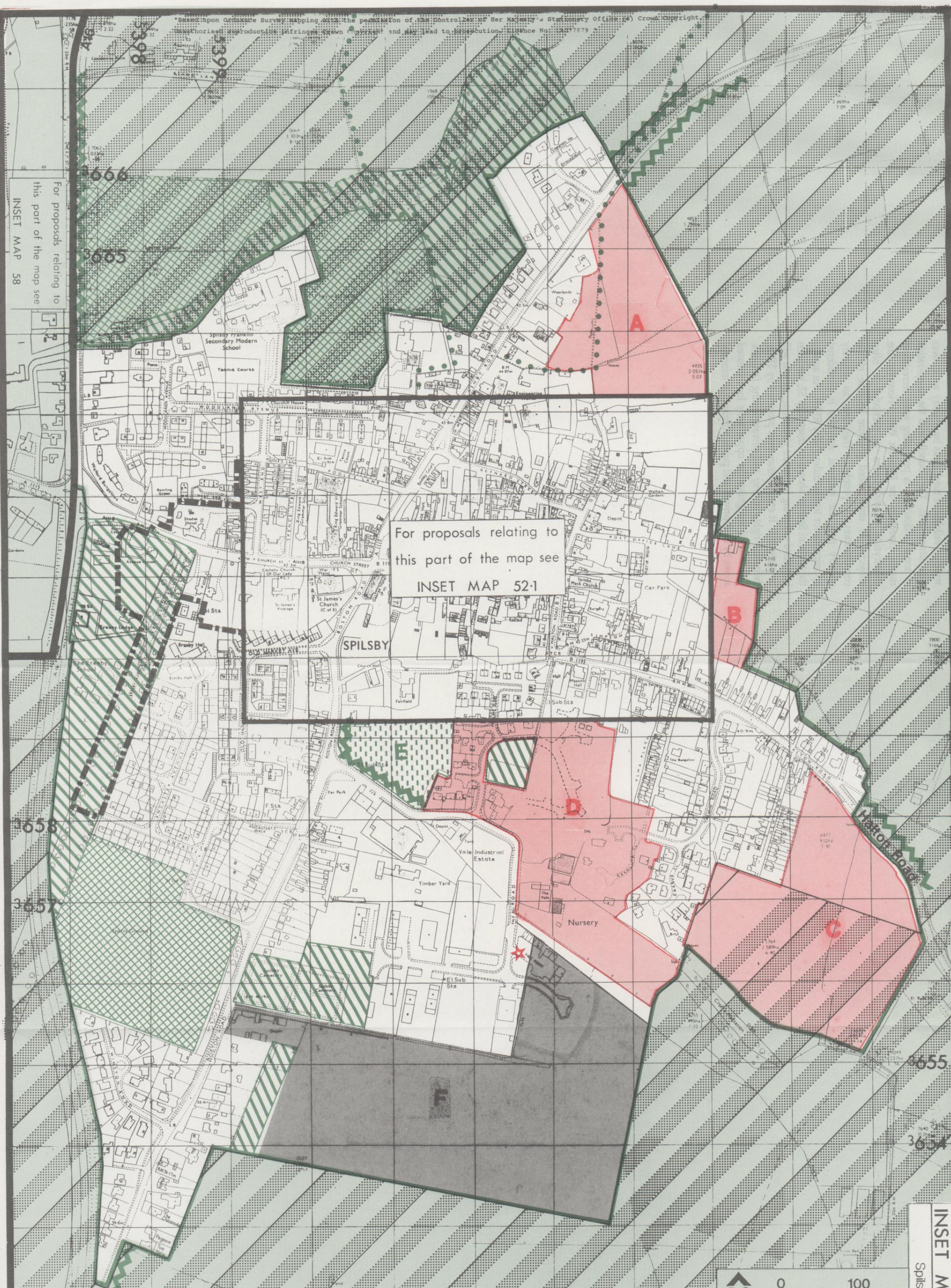
For proposals relating to this part of the map see INSET MAP 52-1

3658  
3657  
416  
3655  
3654

INSET MAP 52  
Spilsby

0 100 m

East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995



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

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

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

### **Land for Industry**

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

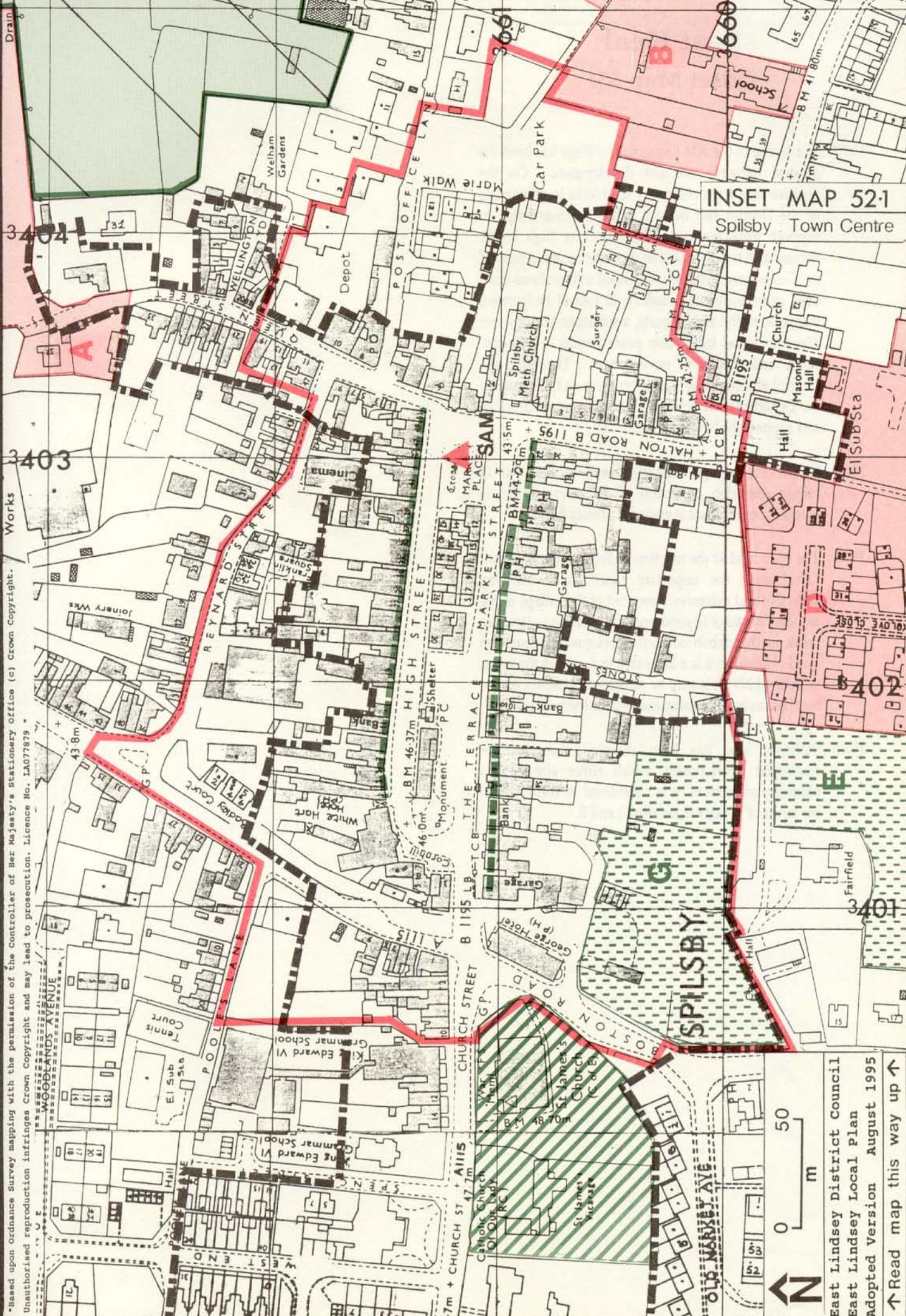
therefore, further land has been allocated for industry to the south of the existing Vale Road Industrial Estate on Site F (Policy EMP1). This area has the advantages of consolidating existing services and infrastructure, capitalising on economies of scale and having relatively easy access to Boston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

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

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

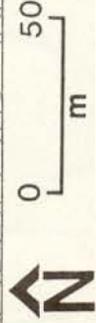
19.13. Development opportunities in the town centre to increase floor space is limited because of the built environment and conservation implications. Therefore, the Council would look sympathetically on shopping proposals outside the shopping core (site G) provided they are within or adjacent to the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

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



Based upon Ordnance Survey mapping with the permission of Her Majesty's Stationary Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LA077879

**INSET MAP 52.1**  
Spilsby Town Centre



East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995  
↑ Read map this way up ↑

Works

3404  
3403

3402

3401

**SPILSBY**

OLD MARKET AVE

7m + CHURCH ST + A1115

CHURCH STREET

B 1195 LB - THE TERRACE

MARKET STREET

POST OFFICE LANE

3661

3660

B 1195

HALTON ROAD B 1195

MARK PLACE

Drain

Works

Drain

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

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

## **Recreation and Amenity**

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

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

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

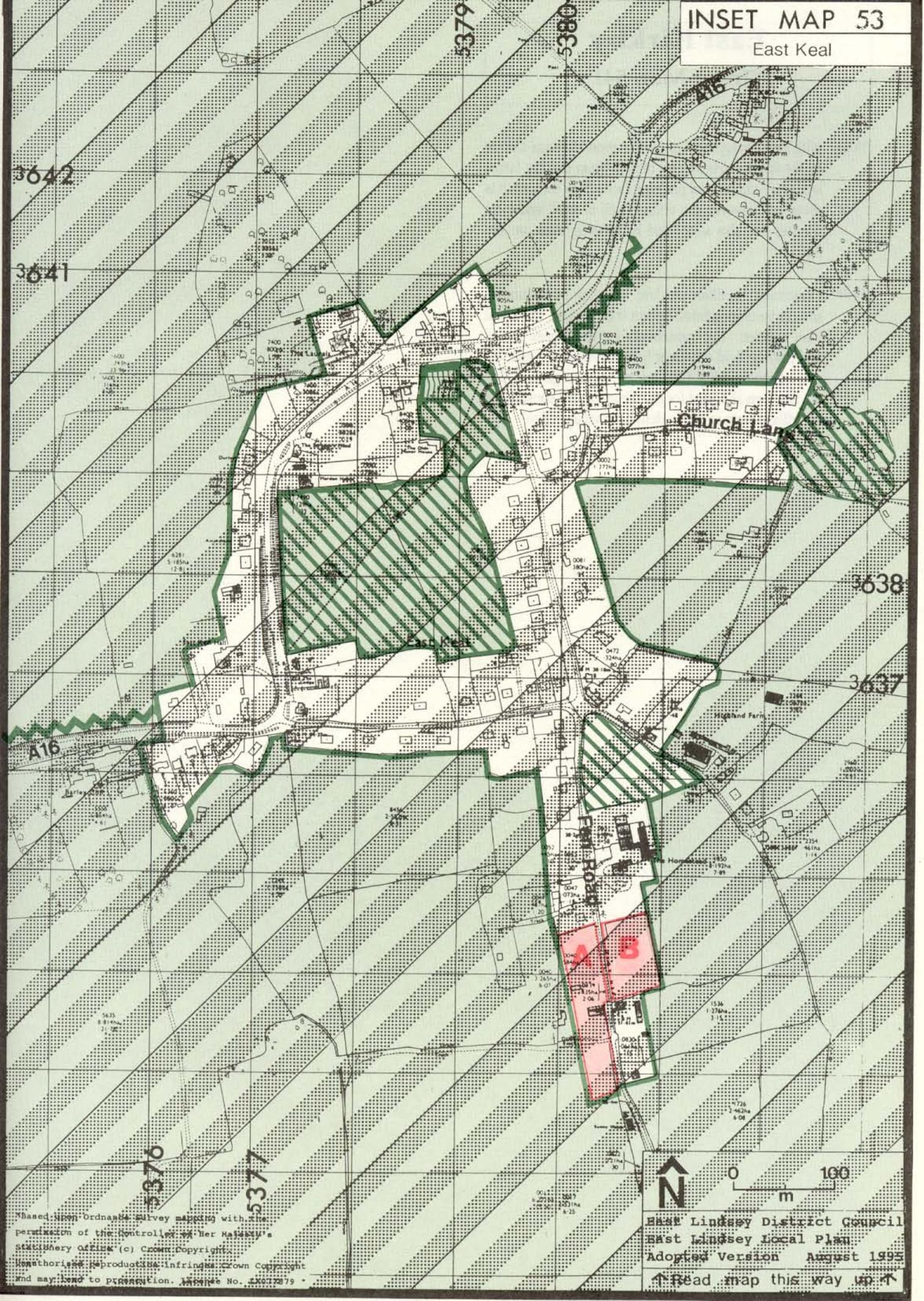
## **East Keal (Inset Map 53)**

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

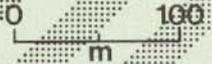
19.20. Indications are that completion of the bypass may be within the Plan period. Therefore, to prevent 'village cramming' and further loss of village character, protection of the central, publicly accessible open space is essential. (Policy ENV20).

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

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



Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. No authorisation, reproduction, infringes Crown Copyright and may lead to prosecution. Licence No. 13017279



  
 East Lindsey District Council  
 East Lindsey Local Plan  
 Adopted Version August 1995  
 ↑ Read map this way ↑

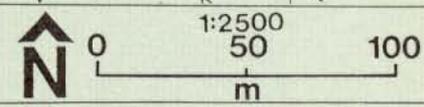
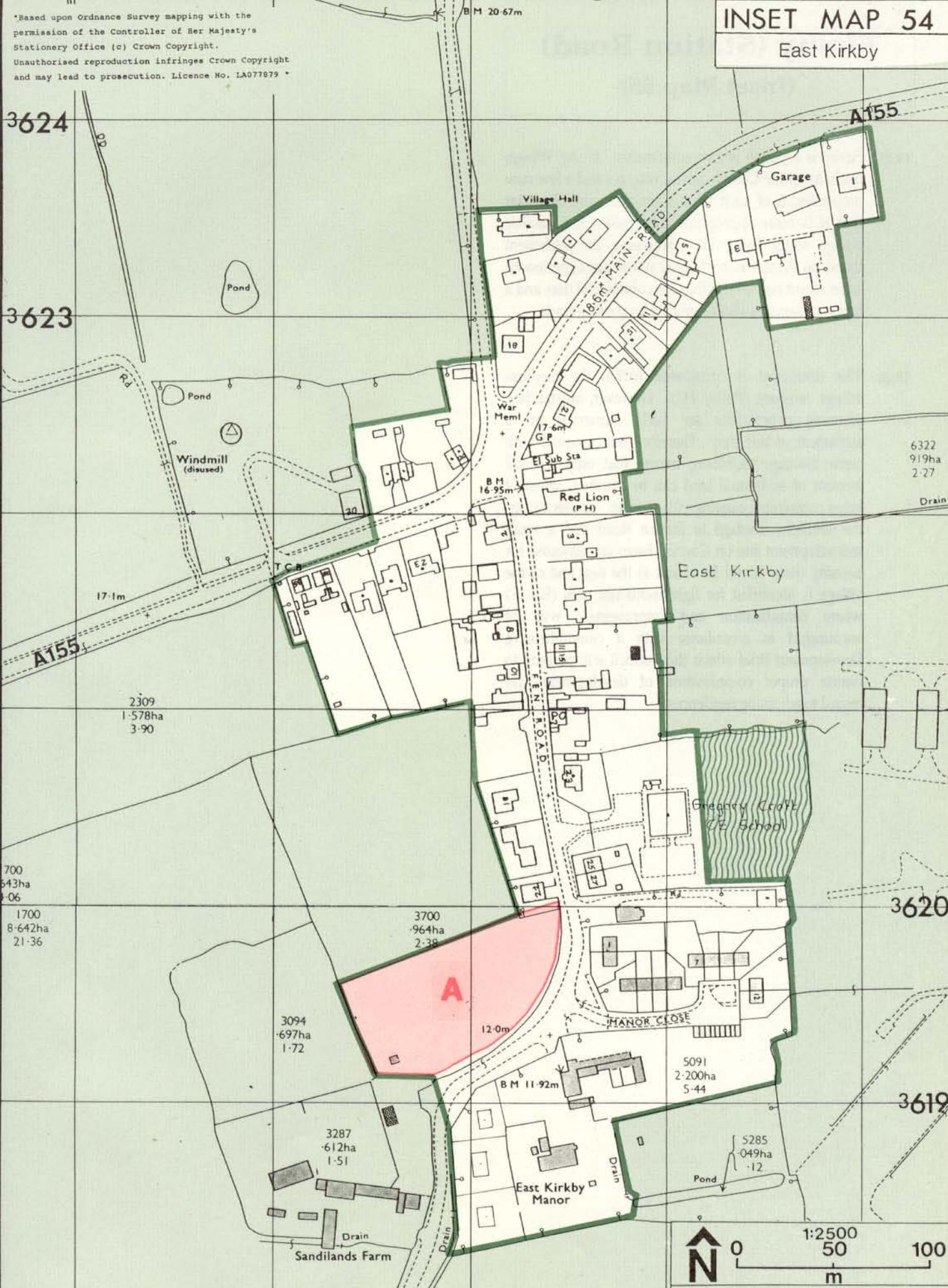
## **East Kirkby (Inset Map 54)**

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

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

\*Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LA077879 \*

**INSET MAP 54**  
East Kirkby



East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995

↑ Read map this way up ↑

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

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

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

5455

5456

Eastfield Road

6.0m

BM 6.02m

Lindum Terrace

Garage

STATION ROAD

23

2b

3e

3d

3c

3b

3a

3

2

1

0

1.25m

1.50m

1.75m

2.00m

2.25m

2.50m

2.75m

3.00m

3.25m

3.50m

3.75m

4.00m

4.25m

4.50m

4.75m

5.00m

5.25m

5.50m

5.75m

6.00m

6.25m

6.50m

6.75m

7.00m

7.25m

7.50m

7.75m

8.00m

8.25m

8.50m

8.75m

9.00m

9.25m

9.50m

9.75m

10.00m

10.25m

10.50m

10.75m

11.00m

11.25m

11.50m

11.75m

12.00m

12.25m

12.50m

12.75m

13.00m

13.25m

13.50m

13.75m

14.00m

14.25m

14.50m

14.75m

15.00m

15.25m

15.50m

15.75m

16.00m

16.25m

16.50m

16.75m

17.00m

17.25m

17.50m

17.75m

18.00m

18.25m

18.50m

18.75m

19.00m

19.25m

19.50m

19.75m

20.00m

20.25m

20.50m

20.75m

21.00m

21.25m

21.50m

21.75m

22.00m

22.25m

22.50m

22.75m

23.00m

23.25m

23.50m

23.75m

24.00m

24.25m

24.50m

24.75m

25.00m

25.25m

25.50m

25.75m

26.00m

26.25m

26.50m

26.75m

27.00m

27.25m

27.50m

27.75m

28.00m

28.25m

28.50m

28.75m

29.00m

29.25m

29.50m

29.75m

30.00m

30.25m

30.50m

30.75m

31.00m

31.25m

31.50m

31.75m

32.00m

32.25m

32.50m

32.75m

33.00m

33.25m

33.50m

33.75m

34.00m

34.25m

34.50m

34.75m

35.00m

35.25m

35.50m

35.75m

36.00m

36.25m

36.50m

36.75m

37.00m

37.25m

37.50m

37.75m

38.00m

38.25m

38.50m

38.75m

39.00m

39.25m

39.50m

39.75m

40.00m

40.25m

40.50m

40.75m

41.00m

41.25m

41.50m

41.75m

42.00m

42.25m

42.50m

42.75m

43.00m

43.25m

43.50m

43.75m

44.00m

44.25m

44.50m

44.75m

45.00m

45.25m

45.50m

45.75m

46.00m

46.25m

46.50m

46.75m

47.00m

47.25m

47.50m

47.75m

48.00m

48.25m

48.50m

48.75m

49.00m

49.25m

49.50m

49.75m

50.00m

50.25m

50.50m

50.75m

51.00m

51.25m

51.50m

51.75m

52.00m

52.25m

52.50m

52.75m

53.00m

53.25m

53.50m

53.75m

54.00m

54.25m

54.50m

54.75m

55.00m

55.25m

55.50m

55.75m

56.00m

56.25m

56.50m

56.75m

57.00m

57.25m

57.50m

57.75m

58.00m

58.25m

58.50m

58.75m

59.00m

59.25m

59.50m

59.75m

60.00m

60.25m

60.50m

60.75m

61.00m

61.25m

61.50m

61.75m

62.00m

62.25m

62.50m

62.75m

63.00m

63.25m

63.50m

63.75m

64.00m

64.25m

64.50m

64.75m

65.00m

65.25m

65.50m

65.75m

66.00m

66.25m

66.50m

66.75m

67.00m

67.25m

67.50m

67.75m

68.00m

68.25m

68.50m

68.75m

69.00m

69.25m

69.50m

69.75m

70.00m

70.25m

70.50m

70.75m

71.00m

71.25m

71.50m

71.75m

72.00m

72.25m

72.50m

72.75m

73.00m

73.25m

73.50m

73.75m

74.00m

74.25m

74.50m

74.75m

75.00m

75.25m

75.50m

75.75m

76.00m

76.25m

76.50m

76.75m

77.00m

77.25m

77.50m

77.75m

78.00m

78.25m

78.50m

78.75m

79.00m

79.25m

79.50m

79.75m

80.00m

80.25m

80.50m

80.75m

81.00m

81.25m

81.50m

81.75m

82.00m

82.25m

82.50m

82.75m

83.00m

83.25m

83.50m

83.75m

84.00m

84.25m

84.50m

84.75m

85.00m

85.25m

85.50m

85.75m

86.00m

86.25m

86.50m

86.75m

87.00m

87.25m

87.50m

87.75m

88.00m

88.25m

88.50m

88.75m

89.00m

89.25m

89.50m

89.75m

90.00m

90.25m

90.50m

90.75m

91.00m

91.25m

91.50m

91.75m

92.00m

92.25m

92.50m

92.75m

93.00m

93.25m

93.50m

93.75m

94.00m

94.25m

94.50m

94.75m

95.00m

95.25m

95.50m

95.75m

96.00m

96.25m

96.50m

96.75m

97.00m

97.25m

97.50m

97.75m

98.00m

98.25m

98.50m

98.75m

99.00m

99.25m

99.50m

99.75m

100.00m

100.25m

100.50m

100.75m

101.00m

101.25m

101.50m

101.75m

102.00m

102.25m

102.50m

102.75m

103.00m

103.25m

103.50m

103.75m

104.00m

104.25m

104.50m

104.75m

105.00m

105.25m

105.50m

105.75m

106.00m

106.25m

106.50m

106.75m

107.00m

107.25m

107.50m

107.75m

108.00m

108.25m

108.50m

108.75m

109.00m

109.25m

109.50m

109.75m

110.00m

110.25m

110.50m

110.75m

111.00m

111.25m

111.50m

111.75m

112.00m

112.25m

112.50m

112.75m

113.00m

113.25m

113.50m

113.75m

114.00m

114.25m

114.50m

114.75m

115.00m

115.25m

115.50m

115.75m

116.00m

116.25m

116.50m

116.75m

117.00m

117.25m

117.50m

117.75m

118.00m

118.25m

118.50m

118.75m

119.00m

119.25m

119.50m

119.75m

120.00m

120.25m

120.50m

120.75m

121.00m

121.25m

121.50m

121.75m

122.00m

122.25m

122.50m

122.75m

123.00m

123.25m

123.50m

123.75m

124.00m

124.25m

124.50m

124.75m

125.00m

125.25m

125.50m

125.75m

126.00m

126.25m

126.50m

126.75m

127.00m

127.25m

127.50m

127.75m

128.00m

128.25m

128.50m

128.75m

129.00m

129.25m

129.50m

129.75m

130.00m

130.25m

130.50m

130.75m

131.00m

131.25m

131.50m

131.75m

132.00m

132.25m

132.50m

132.75m

133.00m

133.25m

133.50m

133.75m

134.00m

134.25m

134.50m

134.75m

135.00m

135.25m

135.50m

135.75m

136.00m

136.25m

136.50m

136.75m

137.00m

137.25m

137.50m

137.75m

138.00m

138.25m

138.50m

138.75m

139.00m

139.25m

139.50m

139.75m

140.00m

140.25m

140.50m

140.75m

141.00m

141.25m

141.50m

141.75m

142.00m

142.25m

142.50m

142.75m

143.00m

143.25m

143.50m

143.75m

144.00m

144.25m

144.50m

144.75m

145.00m

145.25m

145.50m

145.75m

146.00m

146.25m

146.50m

146.75m

147.00m

147.25m

147.50m

147.75m

148.00m

148.25m

148.50m

148.75m

149.00m

149.25m

149.50m

149.75m

150.00m

150.25m

150.50m

150.75m

151.00m

151.25m

151.50m

151.75m

152.00m

152.25m

152.50m

152.75m

153.00m

153.25m

153.50m

153.75m

154.00m

154.25m

154.50m

154.75m

155.00m

155.25m

155.50m

155.75m

156.00m

156.25m

156.50m

156.75m

157.00m

157.25m

157.50m

157.75m

158.00m

158.25m

158.50m

158.75m

159.00m

159.25m

159.50m

159.75m

160.00m

160.25m

160.50m

160.75m

161.00m

161.25m

161.50m

161.75m

162.00m

162.25m

162.50m

162.75m

163.00m

163.25m

163.50m

163.75m

164.00m

164.25m

164.50m

164.75m

165.00m

165.25m

165.50m

165.75m

166.00m

166.25m

166.50m

166.75m

167.00m

167.25m

167.50m

167.75m

168.00m

168.25m

168.50m

168.75m

169.00m

169.25m

169.50m

169.75m

170.00m

170.25m

170.50m

170.75m

171.00m

171.25m

171.50m

171.75m

172.00m

172.25m

172.50m

172.75m

173.00m

173.25m

173.50m

173.75m

174.00m

174.25m

174.50m

174.75m

175.00m

175.25m

175.50m

175.75m

176.00m

176.25m

176.50m

176.75m

177.00m

177.25m

177.50m

177.75m

178.00m

178.25m

178.50m

178.75m

179.00m

179.25m

179.50m

179.75m

180.00m

180.25m

180.50m

180.75m

181.00m

181.25m

181.50m

181.75m

182.00m

182.25m

182.50m

182.75m

183.00m

183.25m

183.50m

183.75m

184.00m

184.25m

184.50m

184.75m

185.00m

185.25m

185.50m

185.75m

186.00m

186.25m

186.50m

186.75m

187.00m

187.25m

187.50m

187.75m

188.00m

188.25m

188.50m

188.75m

189.00m

189.25m

189.50m

189.75m

190.00m

190.25m

190.50m

190.75m

191.00m

191.25m

191.50m

191.75m

192.00m

192.25m

192.50m

192.75m

193.00m

193.25m

193.50m

193.75m

194.00m

194.25m

194.50m

194.75m

195.00m

195.25m

195.50m

195.75m

196.00m

196.25m

196.50m

196.75m

197.00m

197.25m

197.50m

197.75m

198.00m

198.25m

198.50m

198.75m

199.00m

199.25m

199.50m

199.75m

200.00m

200.25m

200.50m

200.75m

201.00m

201.25m

201.50m

201.75m

202.00m

202.25m

202.50m

202.75m

203.00m

203.25m

203.50m

203.75m

204.00m

204.25m

204.50m

204.75m

205.00m

205.25m

205.50m

205.75m

206.00m

206.25m

206.50m

206.75m

207.00m

207.25m

207.50m

207.75m

208.00m

208.25m

208.50m

208.75m

209.00m

209.25m

209.50m

209.75m

210.00m

210.25m

210.50m

210.75m

211.00m

211.25m

211.50m

211.75m

212.00m

212.25m

212.50m

212.75m

213.00m

213.25m

213.50m

213.75m

214.00m

214.25m

214.50m

214.75m

215.00m

215.25m

215.50m

215.75m

216.00m

216.25m

216.50m

216.75m

217.00m

217.25m

217.50m

217.75m

218.00m

218.25m

218.50m

218.75m

219.00m

219.25m

219.50m

219.75m

220.00m

220.25m

220.50m

220.75m

221.00m

221.25m

221.50m

221.75m

222.00m

222.25m

222.50m

222.75m

223.00m

223.25m

223.50m

223.75m

224.00m

224.25m

224.50m

224.75m

225.00m

225.25m

225.50m

225.75m

226.00m

226.25m

226.50m

226.75m

227.00m

227.25m

227.50m

227.75m

228.00m

228.25m

228.50m

228.75m

229.00m

229.25m

229.50m

229.75m

230.00m

230.25m

230.50m

230.75m

231.00m

231.25m

231.50m

231.75m

232.00m

232.25m

232.50m

232.75m

233.00m

233.25m

233.50m

233.75m

234.00m

234.25m

234.50m

234.75m

235.00m

235.25m

235.50m

235.75m

236.00m

236.25m

236.50m

236.75m

237.00m

237.25m

237.50m

237.75m

238.00m

238.25m

238.50m

238.75m

239.00m

239.25m

239.50m

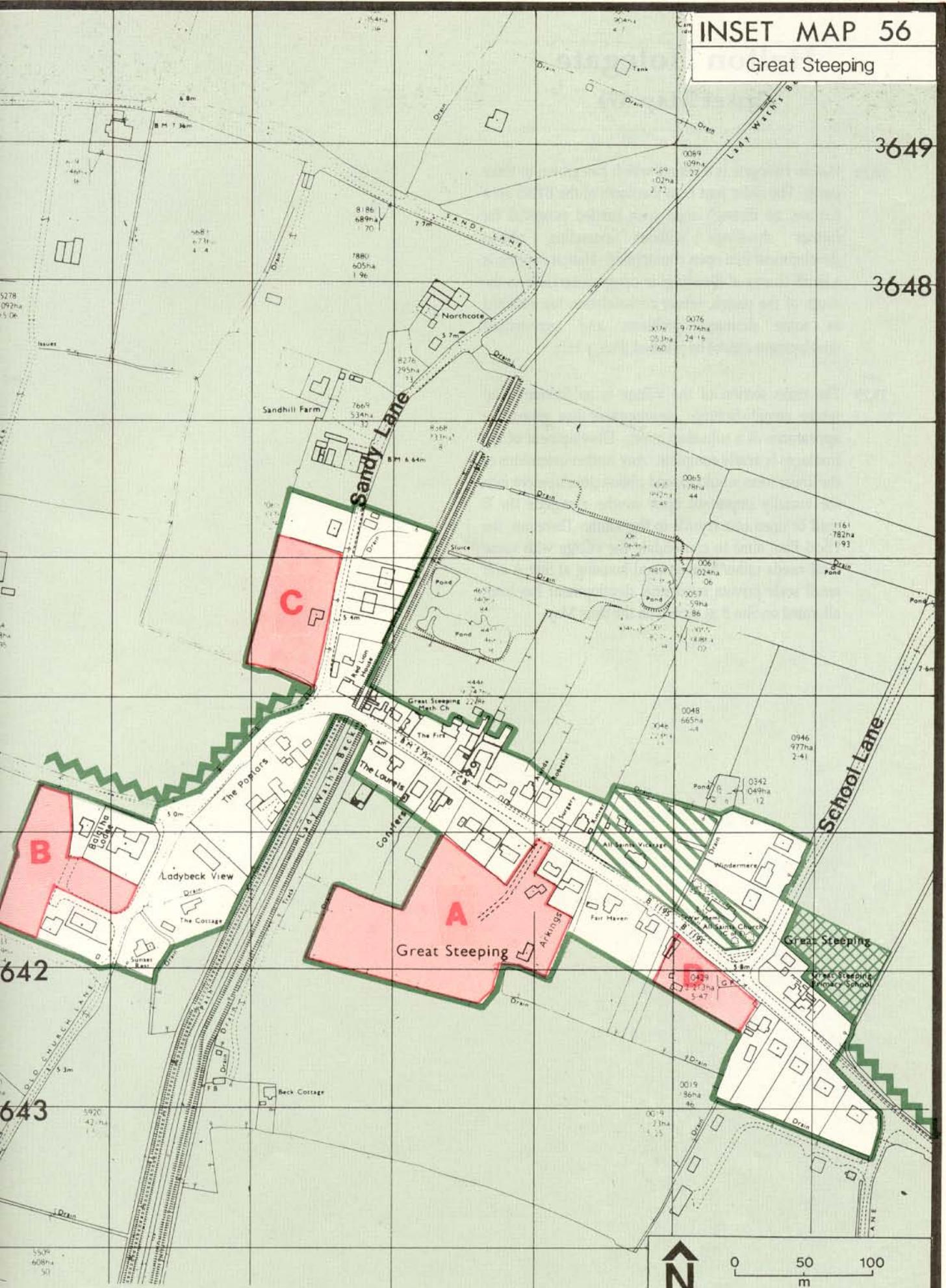
239.75m

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

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

# INSET MAP 56

## Great Steeping



Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LA077879

↑ N

0 50 100  
m

East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995  
↑ Read map this way up ↑

5438

5439

3649

3648

642

643

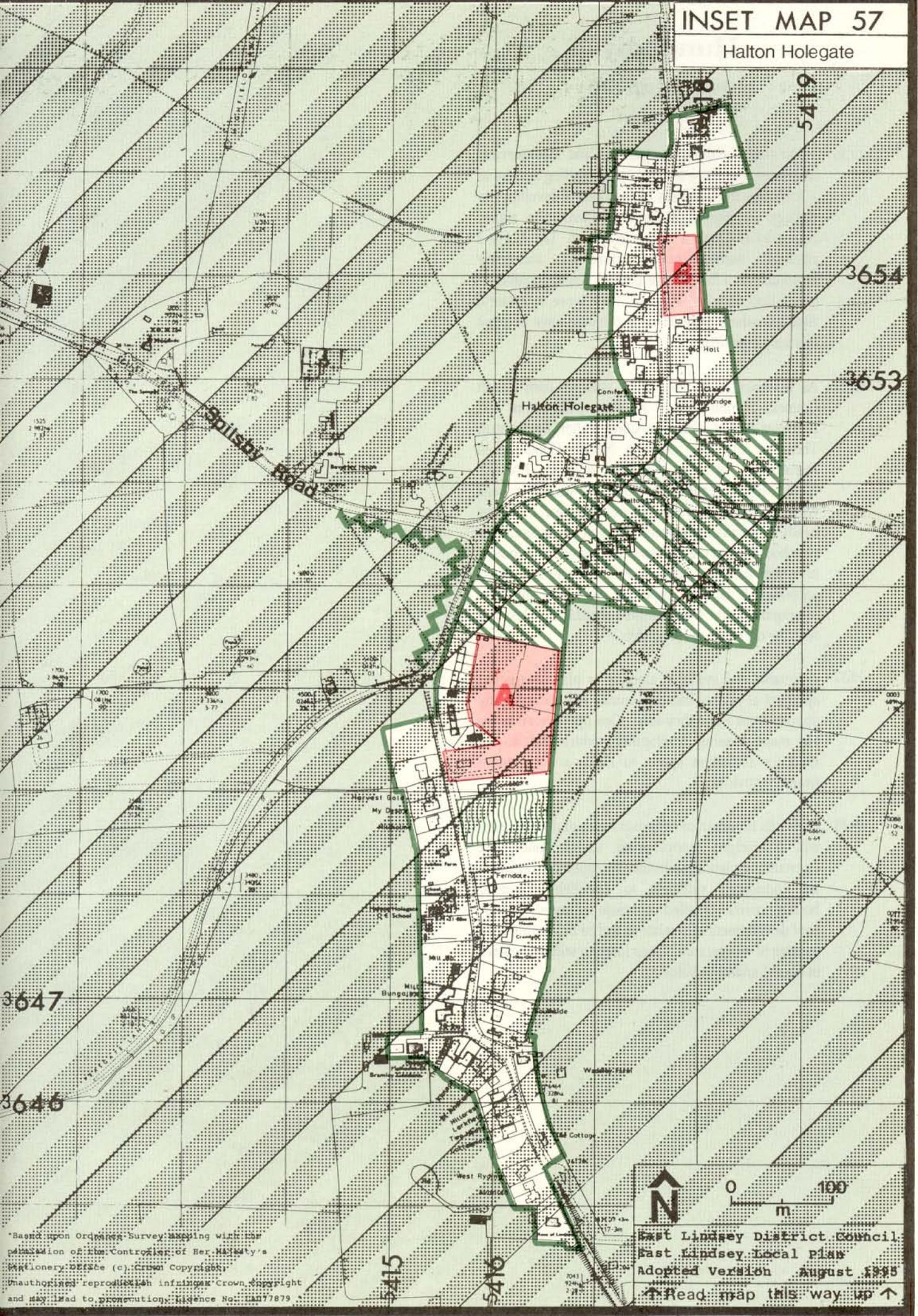
## **Halton Hologate (Inset Map 57)**

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

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

# INSET MAP 57

Halton Holegate



3647

3646

3654

3653

5419

5415

5416

↑ N

0 100  
m

East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995

↑ Read map this way up ↑

\*Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LAM77879

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

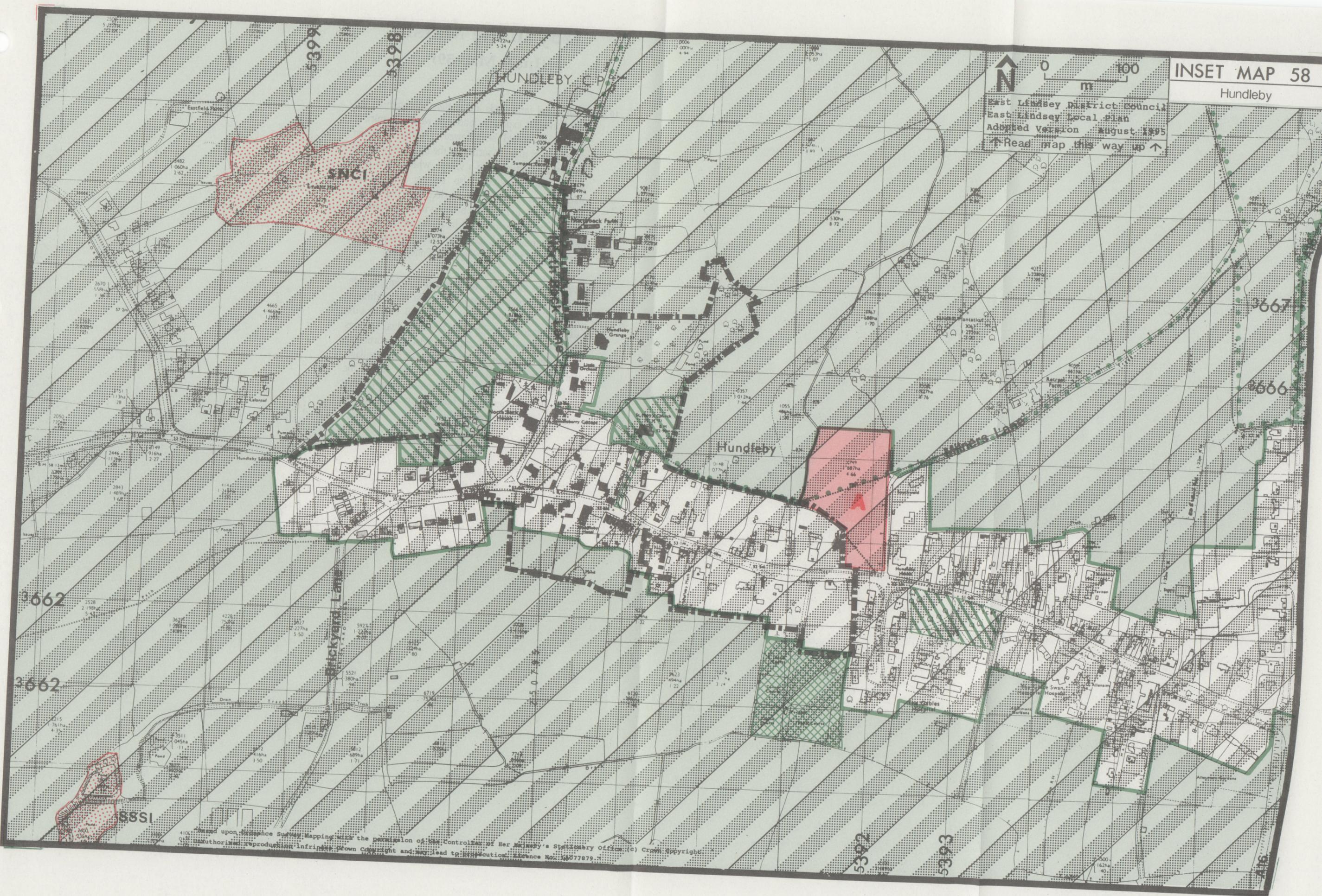
fringe location within the Area of Great Landscape Value.

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

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

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

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



**INSET MAP 58**  
Hundleby

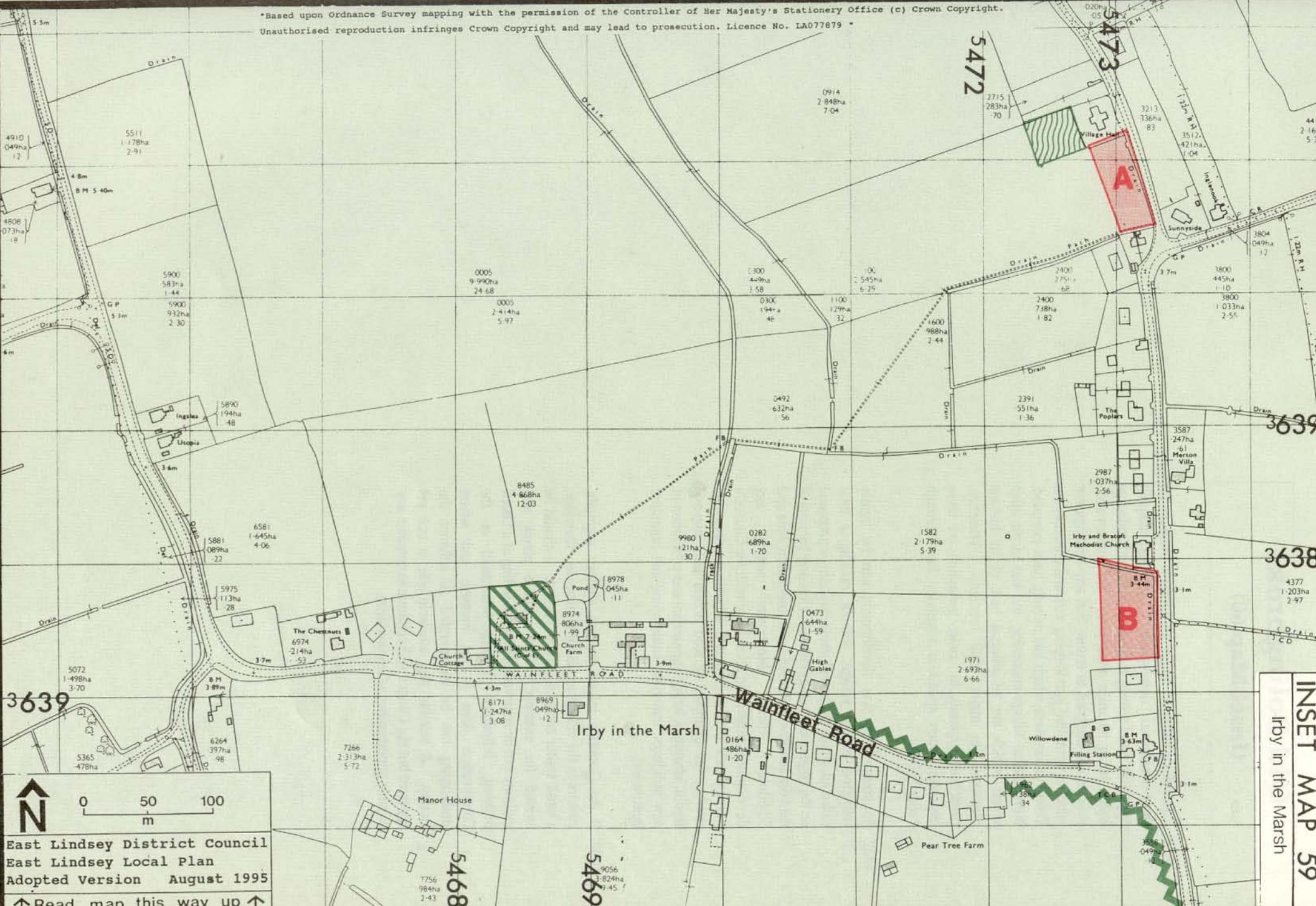
East Lindsey District Council  
 East Lindsey Local Plan  
 Adopted Version August 1995  
 ↑ Read map this way up ↑

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. (c) Crown Copyright.  
 Unauthorized reproduction infringes Crown Copyright and may lead to prosecution. Licence No. 14077879.

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

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

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




  
 0 50 100  
 m

East Lindsey District Council  
 East Lindsey Local Plan  
 Adopted Version August 1995

↑ Read map this way up ↑

**INSET MAP 59**  
 Irby in the Marsh

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

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

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

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

INSET MAP 60

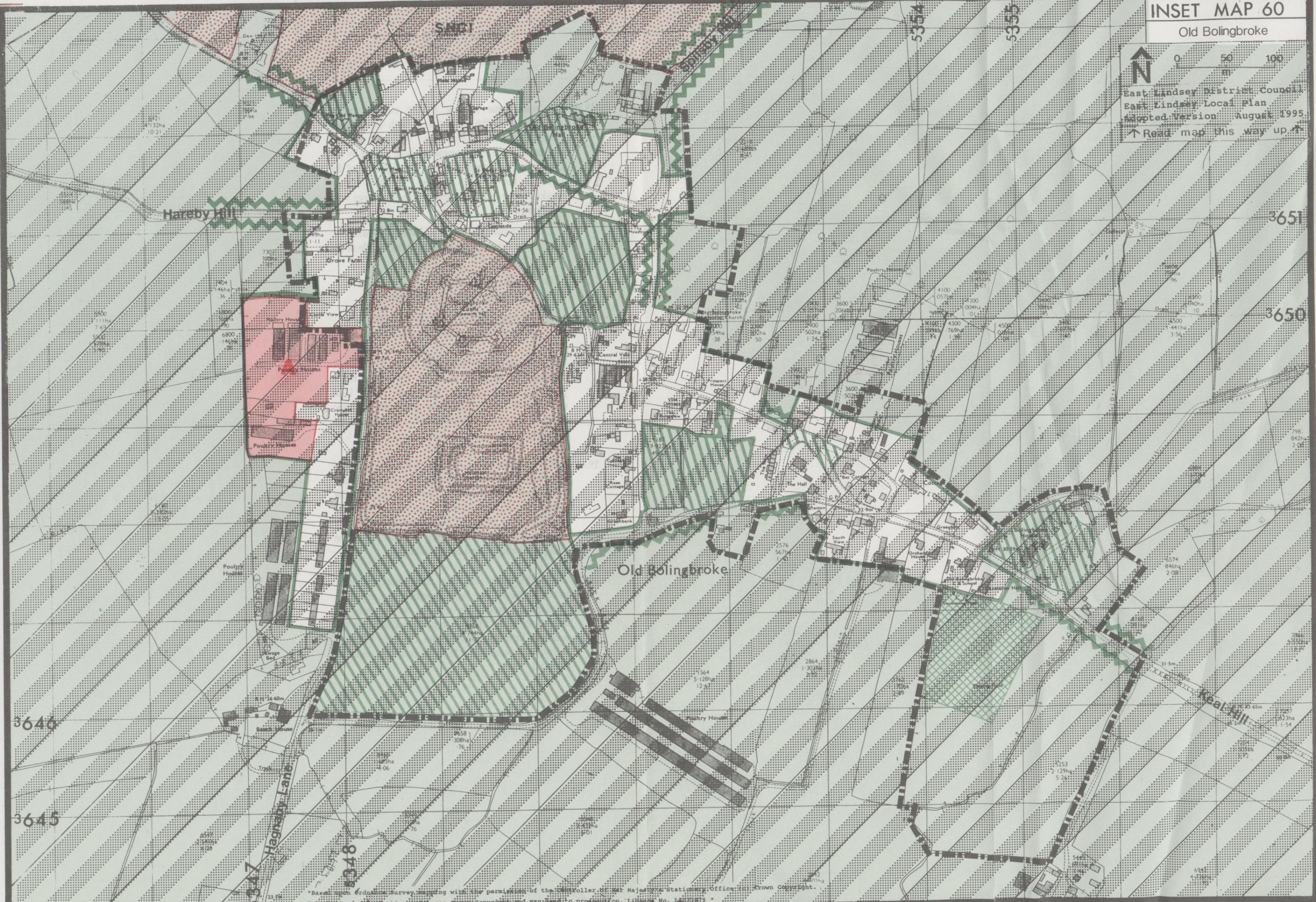
Old Bolingbroke



0 50 100  
m

East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995

↑ Read map this way up ↑



\*Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. (c) Crown Copyright.  
Unauthorized reproduction infringes Crown Copyright and may lead to prosecution. Licence No. 14071879

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

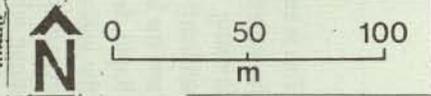
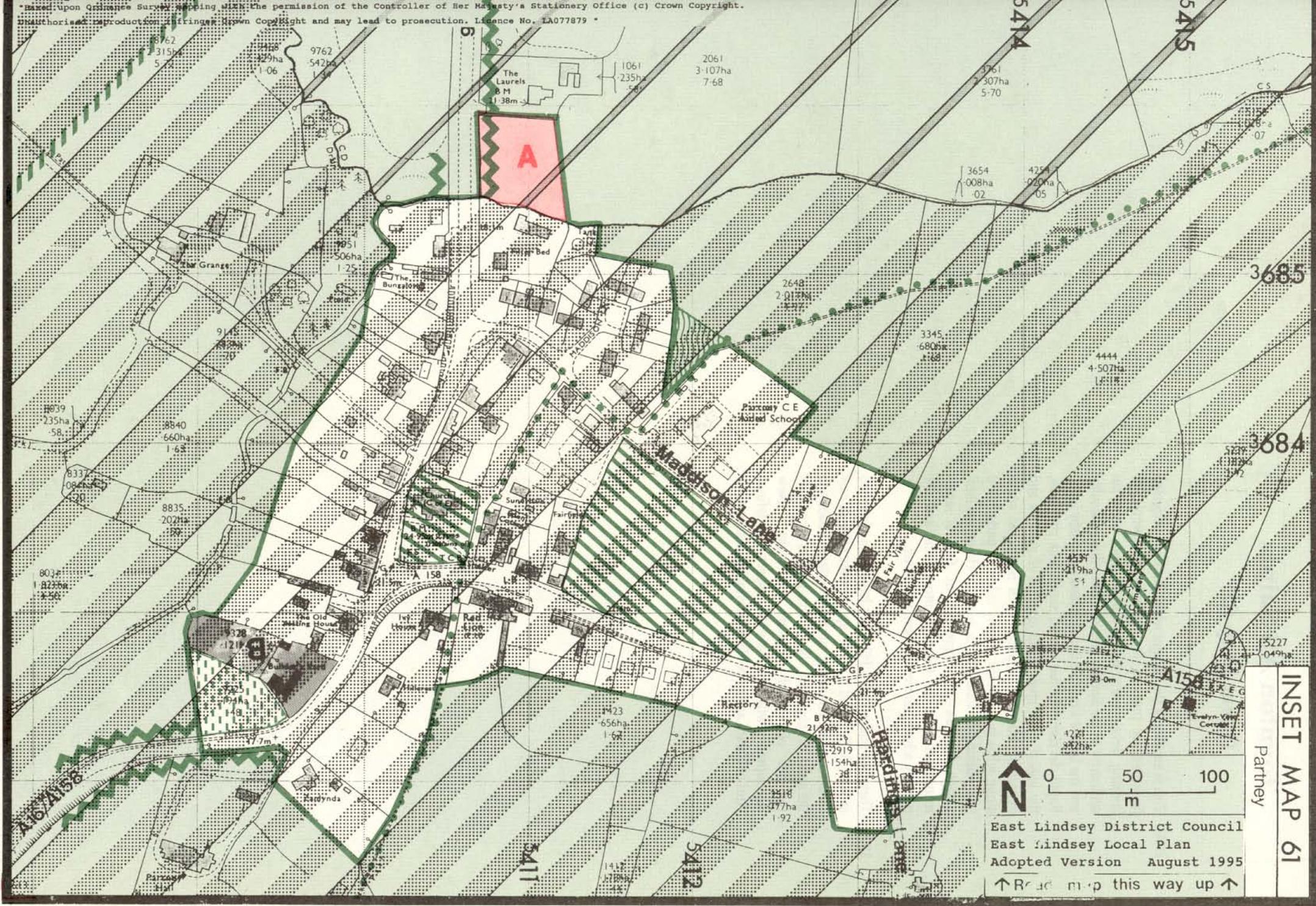
19.39. The main issue relating to the village's future development is the provision of both the Partney (West) A16 and A158 by-passes. Whilst the western alignment of the A16 by-pass has been agreed by the Department of Transport any future alignment of the A158 has not yet been decided. An A158 bypass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

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

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

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

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



East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995

↑ Road map this way up ↑

INSET MAP 61  
Partney

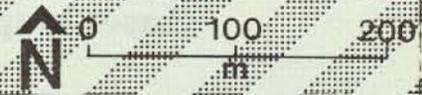
## **Toynton All Saints (Inset Map 62)**

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

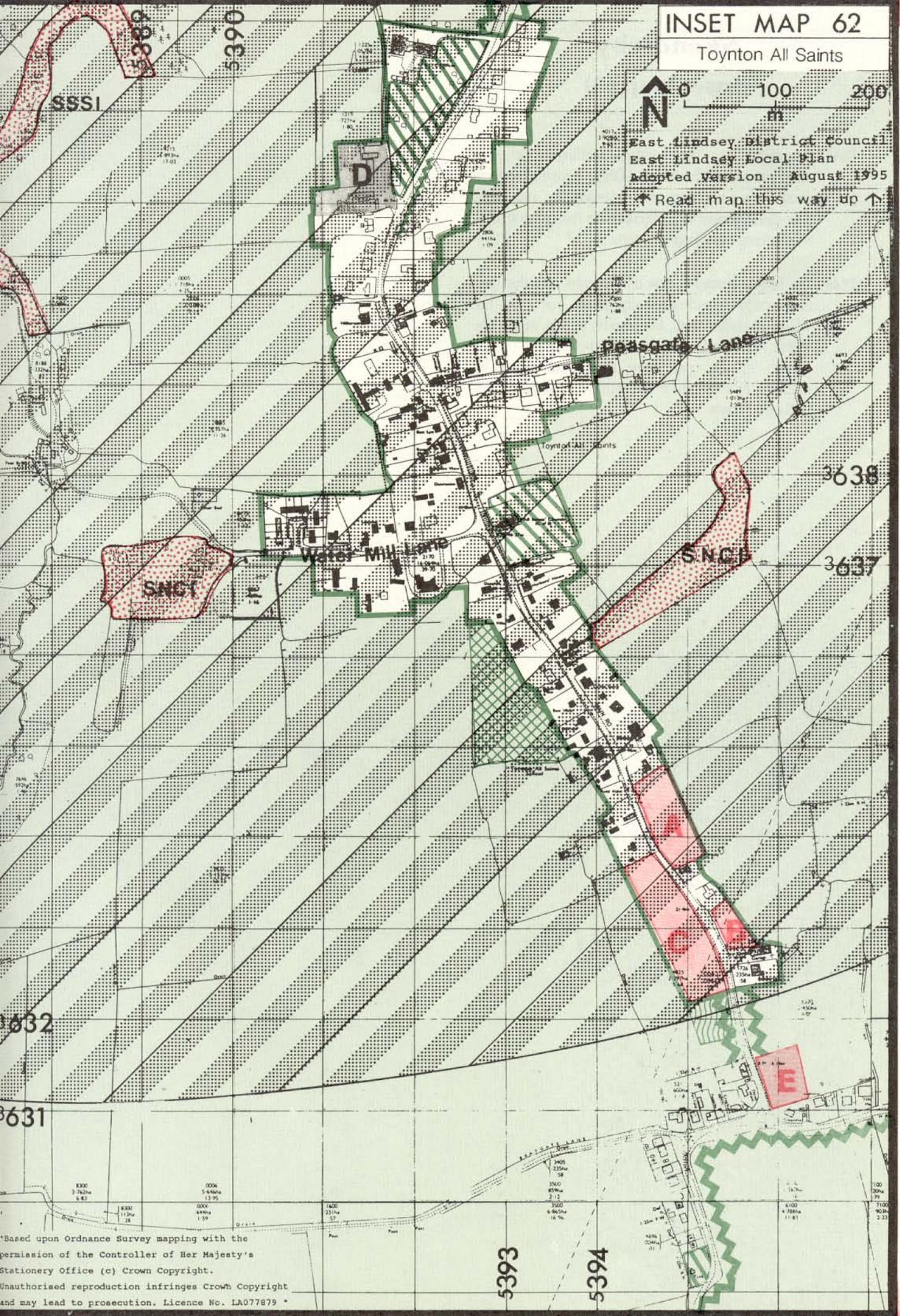
19.44. Therefore under Policy H2, areas have been identified at Sites A, B, D and E for an appropriate scale of new housing on the remaining suitable frontages, mainly to the south of this linear village, which takes account of the line of a high pressure gas main. New development will now have to respect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

# INSET MAP 62

Toynton All Saints



East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995  
↑ Read map this way up ↑



\*Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Licence No. LA077879 \*

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

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

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



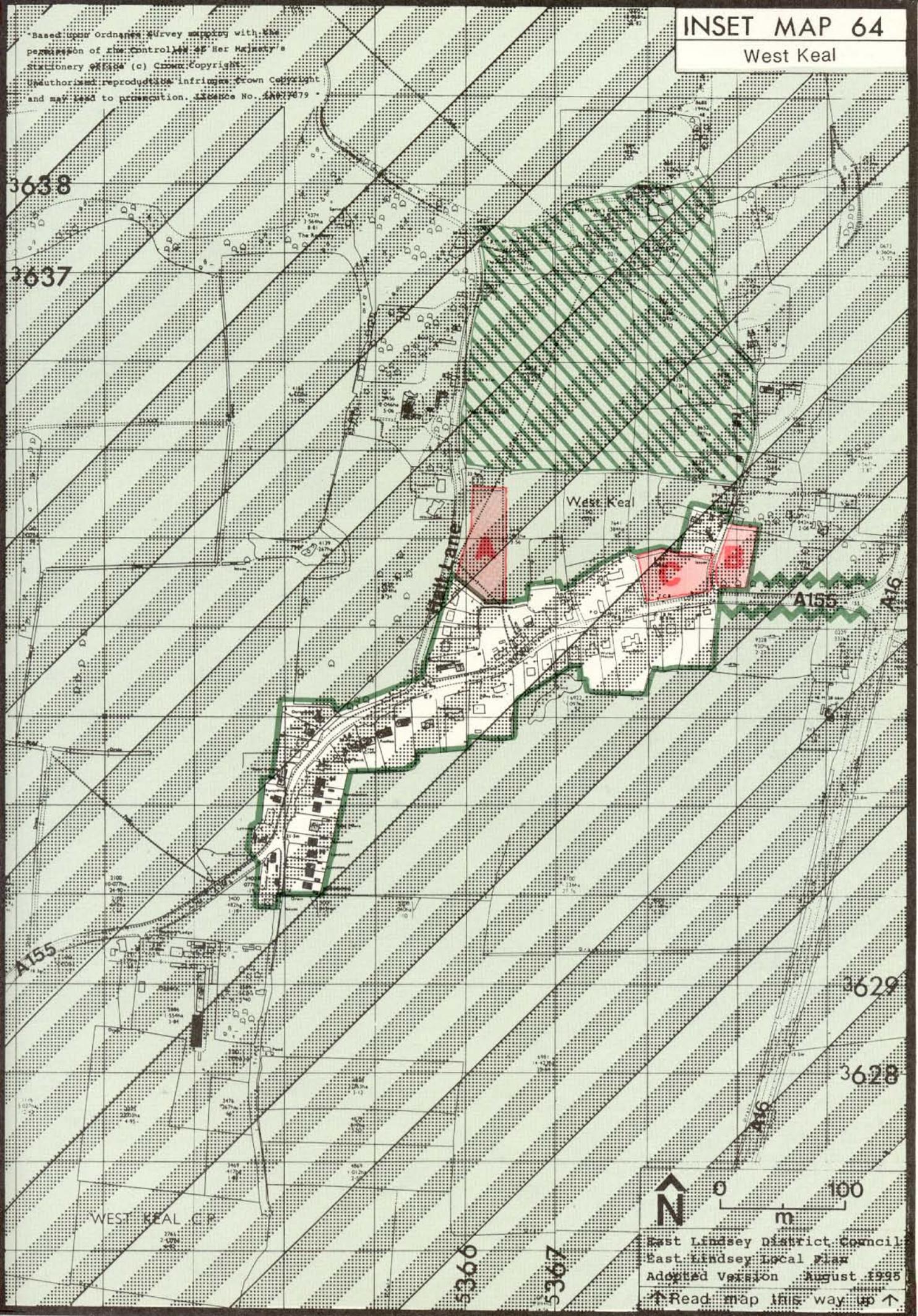
## **West Keal (Inset Map 64)**

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

Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution. Licence No. 10007679

# INSET MAP 64

## West Keal



3638

3637

West Keal

Gull Lane

A155

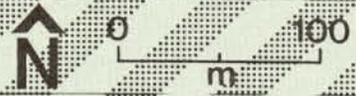
A16

A155

3629

3628

WEST KEAL C.P.



East Lindsey District Council  
East Lindsey Local Plan  
Adopted Version August 1995  
↑ Read map this way ↑

3666

3667