

Chapter 20

Southern Parishes

Sibsey Village

Stickney

Eastville and New Leake

Friskney Eaudyke

Friskney Village

Frithville

Gipsey Bridge

New Bolingbroke

Stickford

Chapter 20

The Southern Parishes

20.1. The ten settlements in this area relate strongly to Boston as the principal service centre. Because of this, Sibsey and Stickney have not developed the strong local service role normally associated with a main village. The Plan aims to promote such a local service and employment centre at Sibsey by a growth orientated allocation of land for housing and employment in particular. At the same time, the Council sees the opportunity for the villages to use their emerging commuter role to increase and boost local services by appropriate housing land allocations.

20.2. Whilst it is expected that the growth rates of the ten scattered settlements continue at their present level, the Plan makes provision for this growth to take place within the settlements where it can best support local services and facilities and not impose itself on the exposed and sensitive Fen landscape.

Sibsey Village (Inset Map 65)

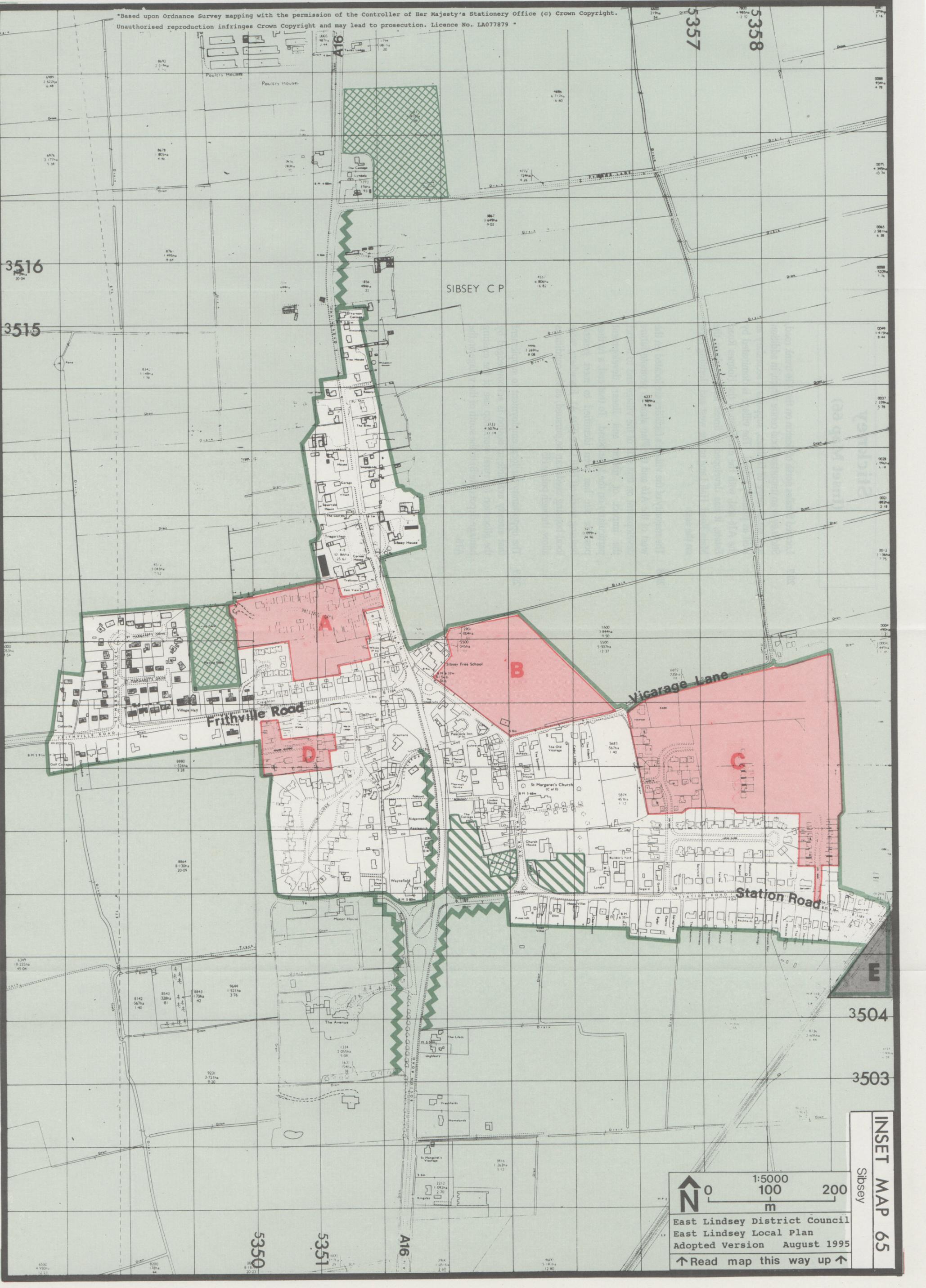
20.3. A main village, Sibsey straddles the A16, with considerable development on either side. The school, church and public house lie to the east whilst the shop/post office, public house, playing fields and Methodist Chapel lie to the west.

20.4. Major housing allocations were made in the village in 1988 but little work has begun on sites A, B and C leaving more than enough sites for the Plan period. The Plan proposes to contain development within these areas to avoid further undesirable development along the A16 and a coalescence between the separate elements of the village, Littlemoor Lane and Northlands (Policy ENV20). In Littlemoor Lane and Sibsey Northlands Policy DC1 will apply and, therefore, there is no need for inset maps for these parts of Sibsey. All applications for development can be considered against the relevant policies of the Plan.

20.5. Development of sites B and C east of the A16 will be required to make provision for community open space (Policy H1) for informal activities to reduce the need for pedestrian movements across the trunk road. These matters will be referred to in development briefs to be prepared for the sites by the Council's Planning Policy Team in association with the landowners.

20.6. There is little local economic activity in the village which looks instead to Boston for both employment and major services but the opportunity to encourage local employment is recognised and Site E is identified as a possible location for rural workshops.

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3516
3515

5357
5358

SIBSEY C P

Frithville Road

Vicarage Lane

Station Road

3504
3503

5350
5351

A16

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Sibsey
INSET MAP 65

Stickney (Inset Map 66)

20.7. Located 8 miles north of Boston on the A16 trunk road, Stickney is an important local centre which, in addition to a small range of facilities, supports a secondary as well as primary school. The village is dominated by the A16 and, with the exception of the Holmes Road Estate, it has developed in linear fashion along the Main Road, Hall Lane on the west and Horbling Lane on the east.

20.8. The majority of the village's facilities are located on the west of the A16 and the Plan aims to promote future development on this side of the village and to restrict the impact of ribbon and linear development particularly on the Main Road. To that end, a further possible site has been identified to meet general housing needs off Hall Lane (Site A). Elsewhere, more local housing needs can be pursued, as site conditions allow, through policy H5.

20.9. The opportunity for local employment to supplement that already available in Boston is acknowledged by the allocation for rural workshop use of the existing haulage depot (Site B) to the south of the village on the A16.

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INSET MAP 66
Stickney

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Eastville and New Leake (Inset Map 67)

20.10. These settlements cannot be dealt with separately. They lie either side and alongside the Spilsby Road between Halton Hologate and Old Leake. Eastville extends beyond the Fodder Bank and east along Friskney Road as far as the level crossing. Elsewhere in the parishes there are isolated groups of houses e.g. Council houses on Spilsby Road north of the village.

20.11. Community provision in the shape of village hall and playing fields (which are extensive), post office, garage and public house make this a well serviced centre. Local employment is provided at the animal foods mill and kitchen equipment operation on the old station site.

20.12. There has been some new development in the settlements comprising mainly of bungalows extending linear pattern to what is regarded as its natural limit. A number of opportunities, mainly identified by planning permissions, are available in the village and a small number of properties are for sale. The Plan aims to prevent the unnecessary cramming of infill development by the application of Policy H10. Site A represents a small frontage site for general housing. Local needs housing can be pursued through Policies H2 and H5.

Friskney (Inset Maps 68, 69)

20.13. There are three nuclei within the parish of Friskney, those being Friskney Village, Eaudyke and Fold Hill. Eaudyke (Map 68) and Friskney Village (Map 69) are considered to be sufficiently large and possess sufficient facilities to be within Policy H2. Fold Hill comprises a small group of scattered dwellings to the south but set apart by the intervening countryside, and is more appropriately considered under Policy H3.

20.14. Development in the settlement is therefore to be focused on the Friskney Village core on existing and proposed sites, and on existing sites at Eaudyke. Enough land is allocated to allow for housing growth sufficient to reflect its local area and district-wide status. It is also important to consider the impact of development in the settlement against the terms and spirit of Policy C19.

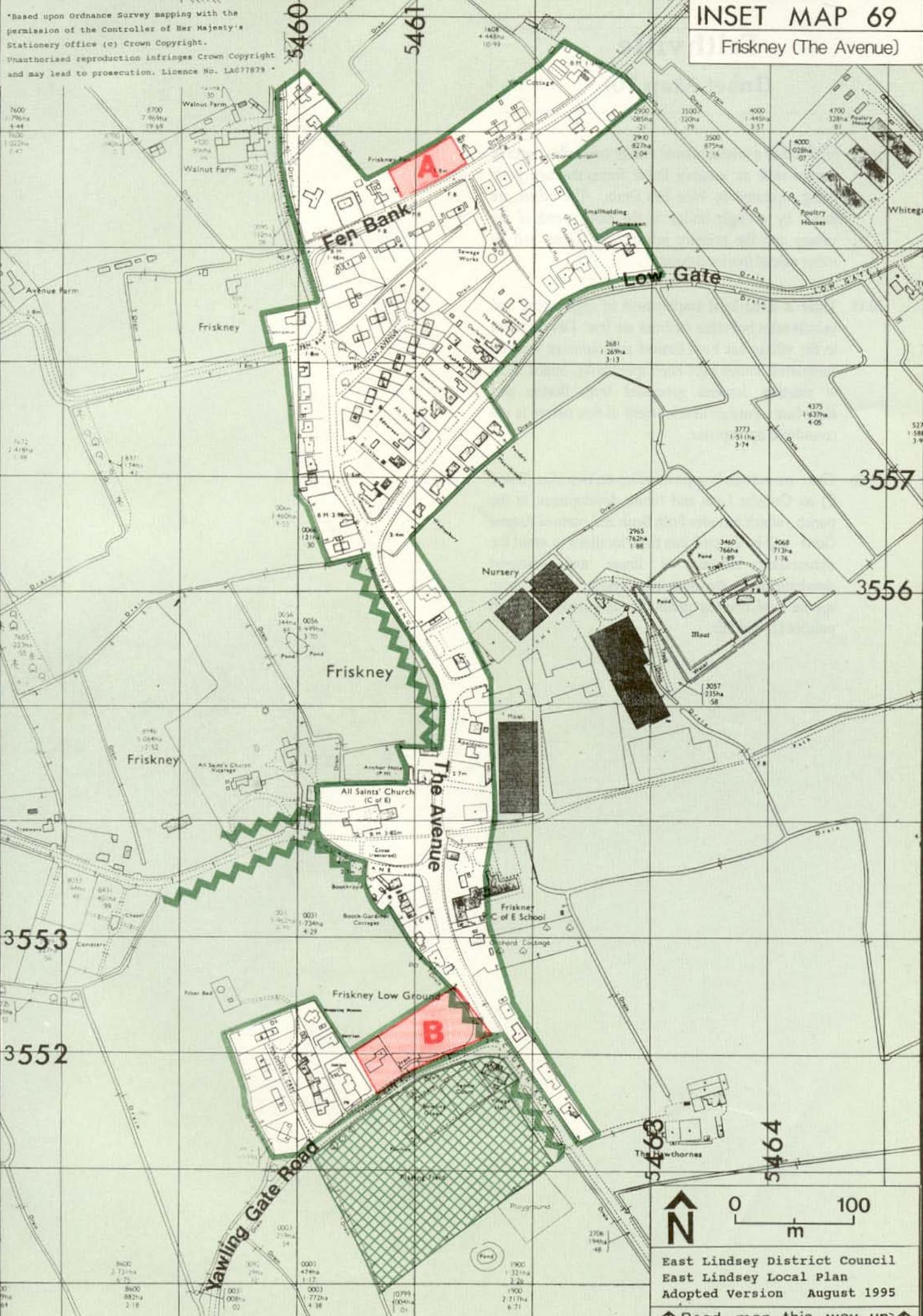
20.15. In Friskney Eaudyke, (Inset Map 68) the linear pattern that has characterised its development has reached the natural boundaries of its growth except along Washdyke Lane and Chapel Lane, which runs west from the post office, where a number of opportunities to consolidate development remain (Sites A,B and C).

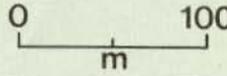
20.16. Within the Friskney Village core, (Inset Map 69) the facilities are concentrated around the school and church. The village is dominated by the centrally located food packaging warehouses which also generate a considerable amount of traffic. The bulk of housing is concentrated in the north between Fen Lane and Low Gate. The re-allocation of sites here involves a housing site (B) between the recreation area and the school off Yawling Gate Road which should consolidate the village core around important community facilities.

20.17. Elsewhere, ribbon development and cramming by infilling should be resisted under the terms of Policies H2, H3 and H10. However, the case for any special local needs housing could be sought under Policy H5.

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INSET MAP 69
Friskney (The Avenue)



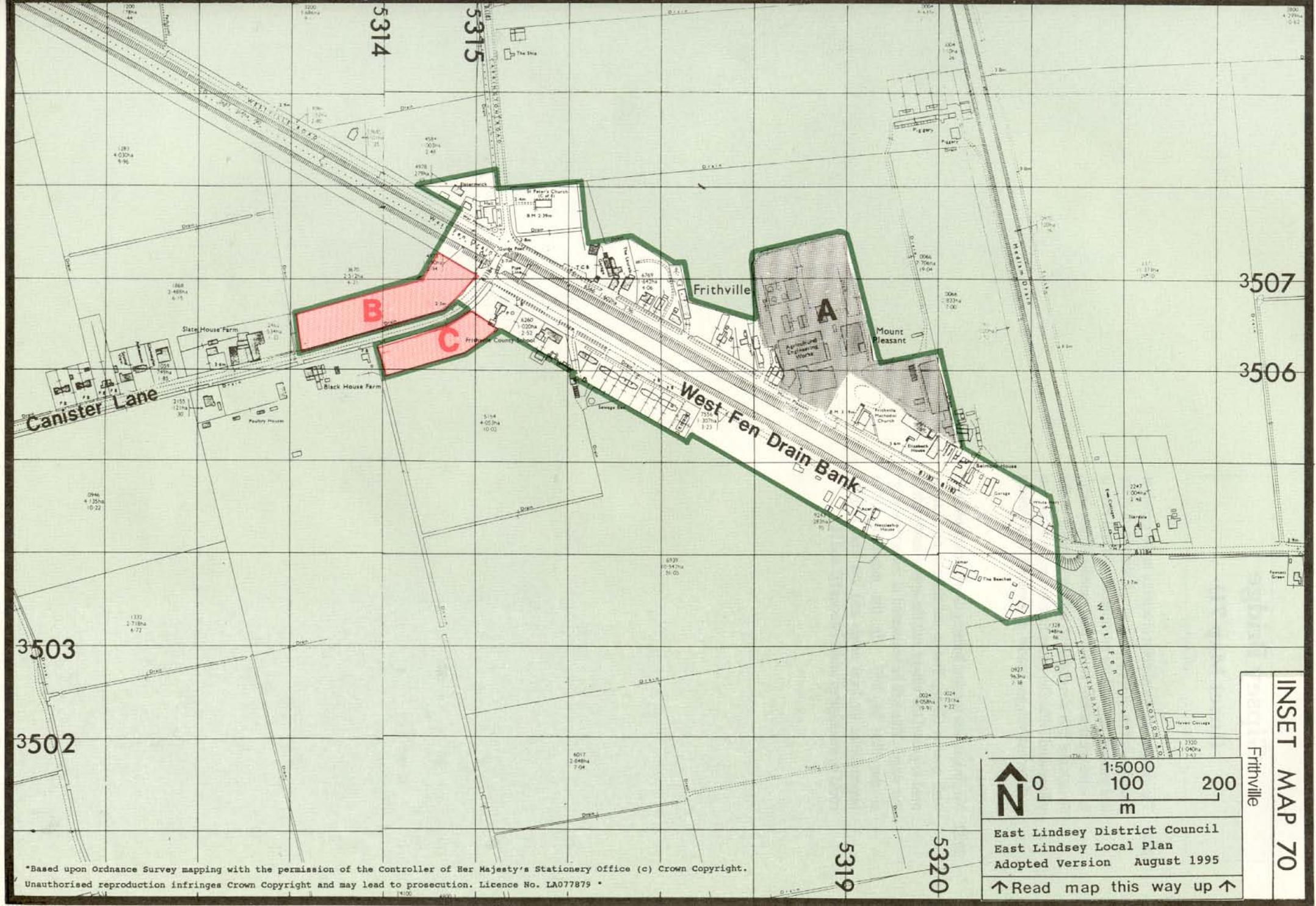
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Frithville (Inset Map 70)

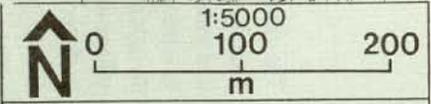
20.18. Frithville is a medium sized village two miles north of Boston with an unusual linear form, the two parts being separated by West Fen Drain. The halves are joined by a single bridge at the eastern end of the village and the primary school and village hall lie either side of this focal point.

20.19. There is some local employment in engineering and vehicle sales but other facilities are few. Development in the village has been limited and the most recently completed houses have been speculative, aimed more at meeting demand generated from Boston and elsewhere. Further development of this nature is not considered appropriate.

20.20. There are outstanding permissions on two sites (B and C) on Canister Lane and future development in the parish - which includes Frith Bank and parts of Antons Gowt - will be directed into these locations to avoid the unnecessary creation of linear and scattered development in the open countryside. Other, more special local housing needs can be pursued through policies H2 and H5.



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Frithville
 INSET MAP 70

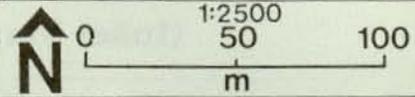
Gipsey Bridge (Inset Map 71)

20.21. The village is the focal point of activity in the parish of Thornton le Fen. It supports a school, shop/post office and public house and the intention of the Local Plan is to reinforce that role within the immediate hinterland. To achieve this development will be directed to the village (and Frithville) rather than to the small and less well served villages nearby of Langrick and Antons Gowt.

20.22. No obvious site for new housing development presents itself now in Gipsey Bridge and there is no strategic need to extend the village into the open countryside at this stage. This will be reassessed at the review stage of the Plan in 1997. In the meantime, other opportunities for local needs and low cost housing could be investigated under Policies H2 and H5.

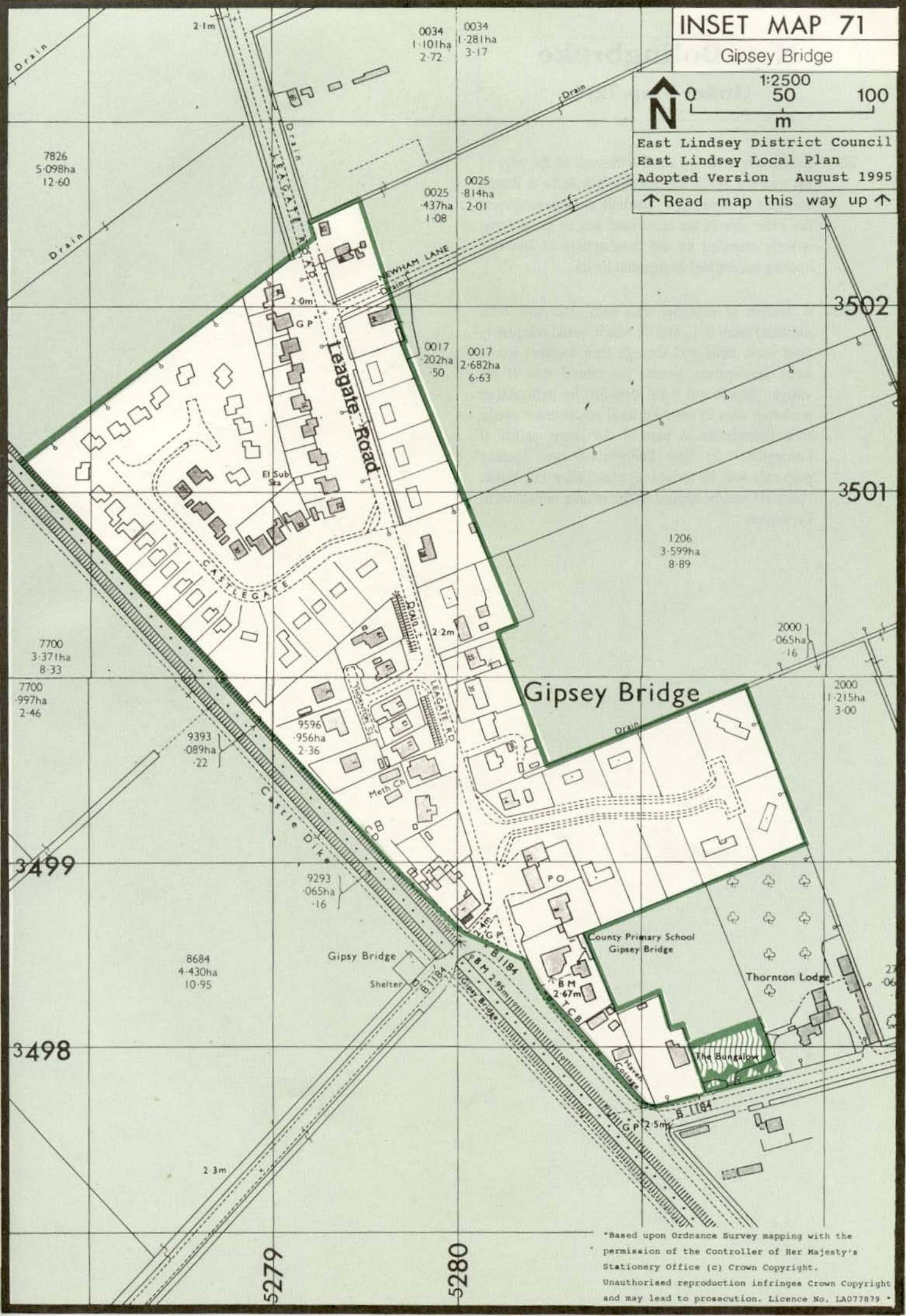
INSET MAP 71

Gipsy Bridge



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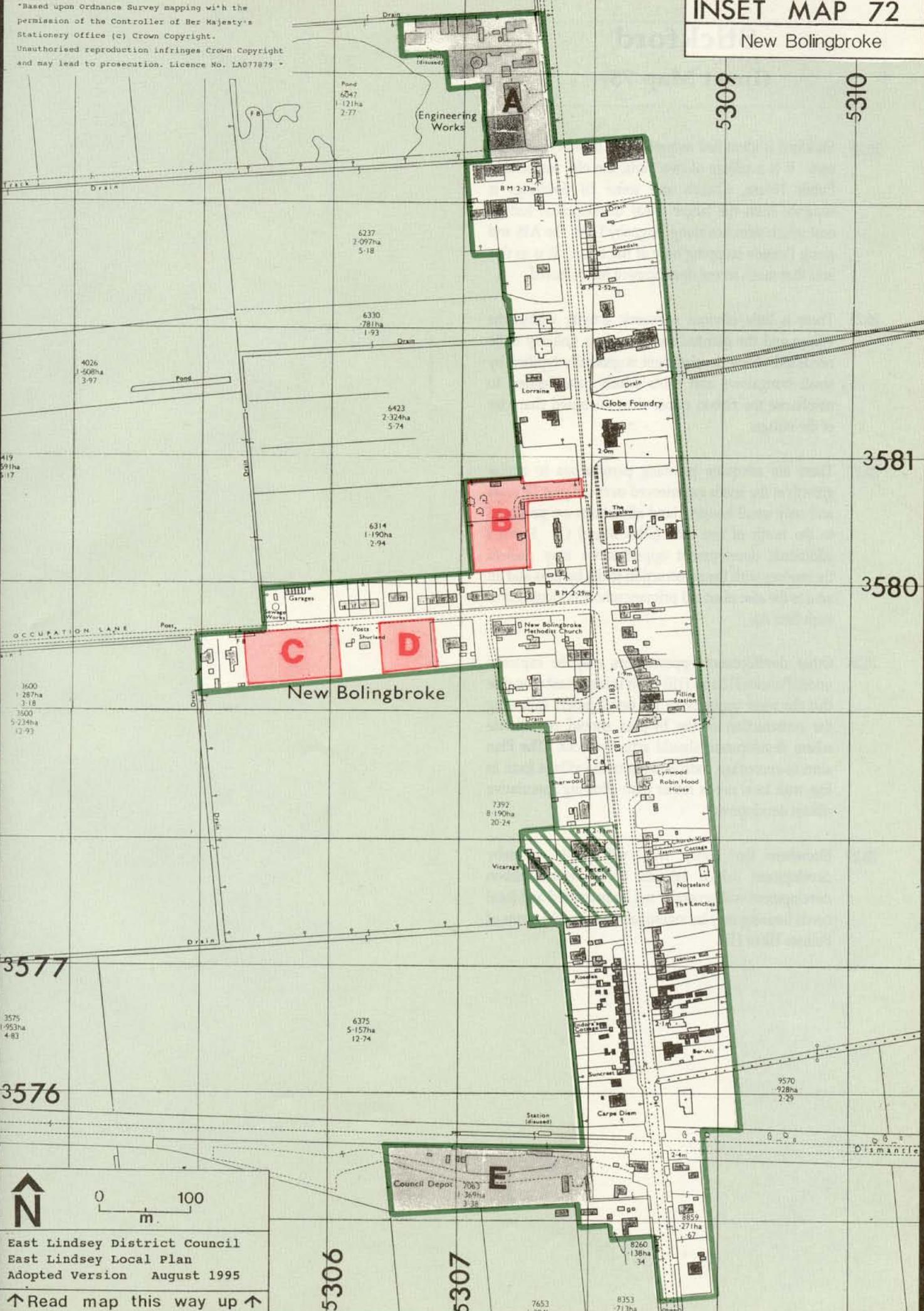
New Bolingbroke (Inset Map 72)

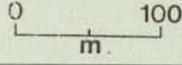
20.23. New Bolingbroke is a small settlement on the edge of the southern parish catchment which looks to Boston for many of its services. The bulk of its development lies either side of the main road and its linear form, recently extended by the development of low cost housing has reached its desirable limits.

20.24. A number of potential sites have, therefore, been identified (sites B, C, and D) which would adequately meet likely need and through their location would focus development around the central area of the village. Sites A and E are identified for industrial or workshop uses to cater for local employment needs. New Bolingbroke is part of the larger parish of Carrington. In New Bolingbroke, new housing proposals will be judged against Policy H2, whilst Policy H4 will be applied to the smaller settlement of Carrington.

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New Bolingbroke



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Stickford (Inset Map 73)

20.25. Stickford is identified as part of the Boston catchment area. It is a village of two parts; the old, comprising Public House, Church and some 20 dwelling is separate from the larger linear development further east which stretches along Hagnaby Lane the A16 and along Fenside stopping only at the drain. It is in this area that much recent development has occurred.

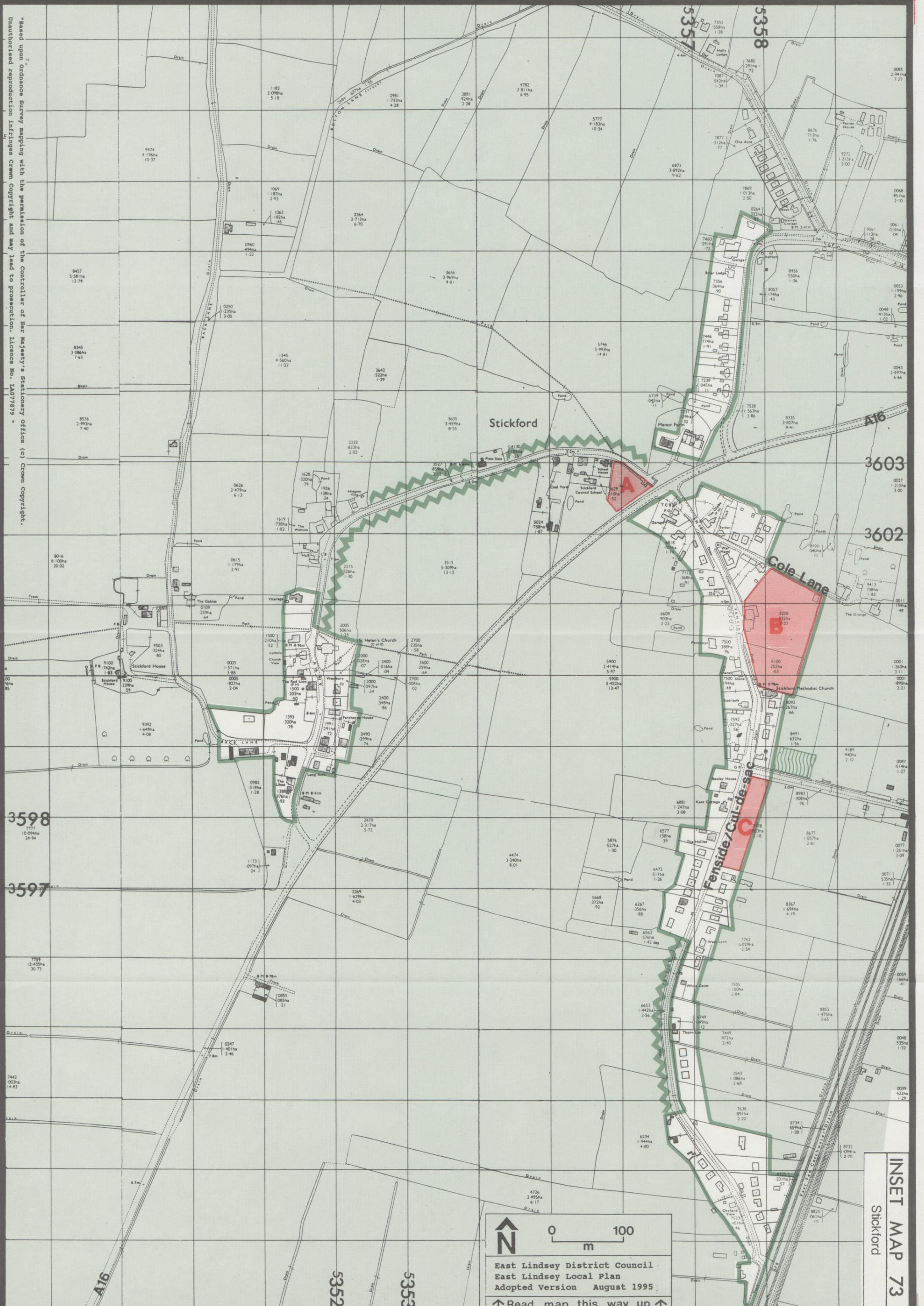
20.26. There is little obvious economic activity within the village and the demand for housing is unlikely to be needs led. New development is generally typified by small bungalows and plots which have tended to emphasise the ribbon rather than nucleated character of the village.

20.27. There are adequate planning permissions to realise growth at the levels experienced over the past 10 years and only small housing land allocations are proposed to the north of Fen Side (Sites B and C). Limited additional development opportunities may present themselves with the construction of the by-pass and an area to the east of an old primary school is identified as such (Site A).

20.28. Other development opportunities may be explored under Policies H2 and H10 but it is important to realise that the mere opportunity for development following the construction of the by-pass should not dictate where development should actually occur. The Plan aims to encourage consolidation of the village form in line with local needs rather than allowing speculative ribbon development.

20.29. Elsewhere the Policy DC1 will apply whereby development which extends or intensifies ribbon development will generally not be permitted and local needs housing may be investigated within the terms of Policies H2 or H5.

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INSET MAP 73
Stickford