

Consultation	Further Draft Local Plan - October 2015
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Ensuring a flourishing future for Central Lincolnshire

Central Lincolnshire is characterised by its diverse and enticing landscape. The magnificent city of Lincoln is embedded within our beautiful landscape and is surrounded by a network of picturesque towns and villages: these places, along with the social and economic opportunities in the area, make Central Lincolnshire a fantastic place to live, work and visit.

But there is so much potential to make Central Lincolnshire an even better place.

- An even better place to live, with quality homes people can afford, easier access to shops, services and facilities, and new thriving communities, which are welcoming and safe.
- An even better place to work, where new facilities and infrastructure mean that businesses choose to expand or relocate here, bringing jobs and stimulating investment.
- An even better place to visit, a place where people choose to come to enjoy our nature, our history, our shops, our eateries and attractions, while at the same time significantly contributing to our rural and urban economies.

A new Local Plan for Central Lincolnshire can do this. But we need your continued help to get it right.

Building on your very helpful comments we received at the preliminary draft stage (October 2014), inside this further draft Local Plan for Central Lincolnshire are a set of revised planning policy proposals for the growth and regeneration of Central Lincolnshire over the next 20 years and beyond, together with a set of proposed sites for new development and other areas designated for protection. Once finalised, the policies within the Local Plan will make sure that our settlements grow in the right way, ensure we have homes and employment where we need them, and ensure our new communities are sustainable, accessible and inclusive.

The plan will enable us, working with our partners and local communities, to realise Central Lincolnshire's true potential. This is the second opportunity for you to comment on the emerging plan. We urge you to take this opportunity and let us know your views.



Councillor Jeff Summers, Leader of West Lindsey District Council



Councillor Mrs Marion Brighton OBE, Leader of North Kesteven District Council



Councillor Ric Metcalfe, Leader of City of Lincoln Council



Councillor Colin John Davie, Lincolnshire County Council Executive Councillor for Economic Development, Planning and Tourism

Preface

Status of this October 2015 Document for Decision Makers

This Further Draft Local Plan was approved by the Central Lincolnshire Joint Strategic Planning Committee on 7 September 2015 for the purposes of public consultation. It is therefore classified as an 'emerging' plan.

The National Planning Policy Framework (NPPF) clarifies the position on the status of emerging plans. It states:

Para 216: From the day of publication, decision makers may also give weight to relevant policies in emerging plans according to:

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that can be given)*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to policies in this framework the greater the weight that may be given).*

This Further Draft Local Plan (October 2015) is a second draft of a new Local Plan to replace the current Local Plans of Lincoln, North Kesteven and West Lindsey. This is the second round of consultation on the new Local Plan, and a final consultation will take place in early 2016.

In accordance with NPPF paragraph 216, the policies contained within this emerging plan will be used (alongside the current development plans and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found in either the current Local Plans or the NPPF. In helping determine proposals, the amount of 'weight' to be given to the content of this emerging plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision maker to decide and will vary depending on the specific elements of the proposal. However, at this draft stage of plan preparation, the weight is likely to be limited.

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The Central Lincolnshire Local Plan

1.1 Introduction

- 1.1.1** This is a draft Local Plan for Central Lincolnshire. It contains the emerging proposals for planning policies for the growth and regeneration of Central Lincolnshire over the next 20 years.
- 1.1.2** Within this document you will find a draft vision for what Central Lincolnshire could be like in 2036. There are also some objectives to explain what is trying to be achieved and proposed policies setting out what and how much development should take place.
- 1.1.3** You will see that this draft Local Plan:
- is underpinned by an aspiration for sustainable growth; growth in homes, jobs, services and facilities;
 - is aiming to deliver many new homes between now and 2036;
 - is seeking to attract new businesses and jobs;
 - sets out draft policies to ensure development is of high quality, sustainable and meets the needs of everyone;
 - sets out draft policies to ensure all the infrastructure, such as play areas, roads, new schools and upgraded sewage disposal, are provided at the same time as the new homes;
 - sets out our initial proposals, on a map, for where new development should take place.
- 1.1.4** This is still a draft plan. Your views are therefore essential.

National Planning Policy Framework (NPPF) and the Central Lincolnshire Local Plan

- 1.1.5** The NPPF was issued by Government in March 2012, followed by the 'live' National Planning Practice Guidance (NPPG) from March 2014. This draft Local Plan has been written to complement the NPPF and comply with the guidance in the NPPG. Should the NPPF or NPPG be revised in the future then references to the NPPF and NPPG in this document should be checked against the latest version of the NPPF and NPPG in force at that point in time. This Local Plan does not repeat policies in the NPPF; it builds on them when necessary and ensures locally specific issues are covered.

How to comment on this Draft Local Plan

- 1.1.6** We are consulting on this further draft Local Plan between 09:00am 15 October and 11:59pm 25 November 2015. During this 6 week consultation period the draft plan will be available to view at:
- www.central-lincs.org.uk/
 - City of Lincoln Council, City Hall, Beaumont Fee, Lincoln LN1 1DF
 - North Kesteven District Council, District Council Offices, Kesteven Street, Sleaford NG34 7EF
 - West Lindsey District Council, Guildhall, Marshall's Yard, Gainsborough DN21 2NA
 - And at the following locations:

Birchwood Library	Keelby Library	Osournby Village Hall
Bracebridge Heath Library	Lincoln Central Library	Saxilby Library
Branston Library	Market Rasen Area Office	Skellingthorpe Village Office
Brookenby Community Centre	Market Rasen Library	Sleaford Library

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Caistor Heritage Centre and Library	Metheringham Info-Links	South Team: Moorland Community Centre
Central Team: Abbey Neighbourhood Office	Mobile Libraries	The Witham Office
Ermine Library	Navenby Village Office	Waddington Parish Office
Gainsborough Library	North Hykeham Info-Links	Washingborough Civic Office
Heckington Parish Office	North Team: St Giles Matters	

1.1.7 There are several ways that you can comment on this draft plan:

- You can use our online consultation portal: the portal allows you to add your comments next to the policies and paragraphs that you would like to comment on (this is our preferred method). The online consultation portal can be accessed via our website www.central-lincs.org.uk/;
- You can use our Consultation Response Form: this form will be available at the locations listed above and will be available to download from our website;
- Alternatively, you can send your comments to:

Central Lincolnshire Local Plan Team,
C/O North Kesteven District Council,
District Council Offices,
Kesteven Street,
Sleaford
NG34 7EF

- Or email talkplanning@central-lincs.org.uk.

1.1.8 All responses must be received by 11:59pm on **25 November 2015**. Although the online consultation portal is our preferred method, all response methods will be treated equally.

1.1.9 Please note that all comments will be uploaded to our online consultation portal and will not be confidential. All comments, the name of the person who made each comment, and their address will be available to view on request.

1.1.10 If you have any questions about the draft plan or about the consultation, please contact us on telephone: 01529 414155 or using the other contact details above.

What stage are we at?

1.1.11 This is the second stage in a lengthy process of producing a new Local Plan. This Further Draft captures the key issues that we already know about and has attempted to deal with the concerns raised at the earlier Preliminary Draft stage.

1.1.12 Unlike the Preliminary Draft, this Further Draft includes proposed specific allocations for new development. Further stages are set out below, or in the Local Development Scheme (June 2015 version) available on the Local Plan page of our website:

First Draft of Local Plan for consultation (the 'Preliminary Draft Local Plan')	October 2014
Second Draft of Local Plan for consultation (the 'Further Draft Local Plan')	October 2015

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Final Draft Local Plan for consultation (the 'Proposed Submission Draft Local Plan')	Mar - April 2016
Examination of Local Plan	May – November 2016
Adoption of Local Plan	December 2016

Our Vision: A prosperous, stronger and sustainable Central Lincolnshire

2.1 Central Lincolnshire – a shared approach

- 2.1.1** Central Lincolnshire refers to the combined area covered by the City of Lincoln, North Kesteven and West Lindsey. These three councils have come together in a formal partnership with Lincolnshire County Council to prepare a joint Local Plan for the area.
- 2.1.2** Preparation of the joint Local Plan is being overseen by a Joint Committee established by Parliamentary Order in 2009. The Committee has representatives from each of the four partner Councils and has full decision-making powers on planning policy matters. The Joint Committee is supported by a team of planning staff called the Central Lincolnshire Local Plan Team.
- 2.1.3** The responsibility for processing and decision-making on planning applications remains with the individual local authorities.

2.2 Central Lincolnshire in Context

- 2.2.1** Central Lincolnshire's population lives in a range of settlements that vary greatly in size and character. Lincoln is by far the largest settlement, with a population of around 110,000 living within the main built-up area including the settlement of North Hykeham. Lincoln acts as a service centre over a wide area, including settlements such as Welton, Saxilby, Skellingthorpe and Washingborough. These villages look to Lincoln for most of their service and employment needs which effectively extends the population served by the City to around 165,000.
- 2.2.2** Beyond Lincoln, the main towns in the area are Gainsborough and Sleaford, serving the northern and southern parts of the area respectively. Gainsborough expanded rapidly as an industrial and engineering centre in the 19th century, changed the focus of this to manufacturing in the 20th century and now has a thriving manufacturing/engineering sector with a number of national and international companies with their headquarters located in the town. Comparatively, Sleaford functions as a thriving market town which has experienced rapid housing growth and an expanding population over the last two decades.
- 2.2.3** The rest of Central Lincolnshire is predominantly rural, and is characterised by a dispersed settlement pattern of villages plus the small towns of Market Rasen and Caistor in West Lindsey. Average population density is amongst the lowest in lowland England and most settlements do not exceed a few hundred people. Collectively, the rural area nevertheless accounts for over half of Central Lincolnshire's total population. Functionally, the rural villages often operate as clusters that share key services, with the larger villages acting as local service centres that communities rely on for basic facilities and as social hubs.
- 2.2.4** Central Lincolnshire has strong economic and service linkages with the surrounding areas, including Scunthorpe and Grimsby in the Humber area to the north, Doncaster to the north-west, Nottingham to the west, and the smaller nearby service centres including Grantham, Newark and Louth.
- 2.2.5** The area has experienced high levels of housing development over recent decades. As a nationally recognised historic City, the quality of the historic Core has been a constant beneficial legacy for Lincoln even in times of economic decline. Gainsborough and parts of Lincoln have undergone major recent regeneration and change to tackle physical decay, unemployment and social problems linked to economic restructuring and the closure of traditional engineering industries in the late 1970s and 1980s. The past two decades have seen notable renaissance based on new investment, physical regeneration and, in Lincoln's case, the development of the University of Lincoln. However, a range of inequalities still exist in Central Lincolnshire's communities. Both Lincoln and Gainsborough have urban neighbourhoods that fall within the worst 10% nationally for deprivation, with problems of poor health, anti-social behaviour, crime and poor educational attainment. Pockets of

Our Vision: A prosperous, stronger and sustainable Central Lincolnshire

deprivation also occur in the rural area, where housing affordability and access to services are key issues.

- 2.2.6** The Ministry of Defence (MoD) continues to have a strong presence and make a major contribution to Central Lincolnshire's demographic and economy, including the active Royal Air Force (RAF) bases at Waddington, Cranwell, Digby and Scampton. Some former bases have already seen new housing and employment redevelopment. Central Lincolnshire is home to the Red Arrows, and its RAF heritage including Lincolnshire's historic role as the centre of Bomber Command and the neighbouring base for the Battle of Britain Memorial Flight in East Lindsey, supports the expansion of the area's existing visitor economy.
- 2.2.7** Central Lincolnshire has a varied and contrasting natural environment including gentle chalk and limestone uplands as well as low lying vales and fenland. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) falls partly within Central Lincolnshire and has a distinctive landscape of rolling hills and nestling villages. However, the wider rural landscape of Central Lincolnshire, with its sweeping character and famously big skies, is a highly valued asset throughout the area and contributes greatly to its local distinctiveness and attractiveness. The escarpment of the Jurassic Lincolnshire Limestone, known locally as the Lincoln Edge, runs for the full length of Central Lincolnshire, forms a unifying topographic feature and as a key factor in the origins and historic development of the City contributes strongly to the City's present quality and character.
- 2.2.8** Outside of the urban areas, land use in Central Lincolnshire is predominantly agricultural, with intensive arable crops dominating. Soils are mostly fertile and of high quality for agriculture. Across Central Lincolnshire there are a range of natural habitats, including wetland, woodland, calcareous grassland and remnants of heathland and fen which together provide ecological networks and nodes potentially of sufficient scale to support wildlife adaptation and environmental resilience to climate change.
- 2.2.9** Overall, Central Lincolnshire's biodiversity is under pressure from various factors including climate change, habitat fragmentation, development and large scale intensive agriculture, in response to which major landscape-scale initiatives are proposed to restore and enhance the area's ecological networks and corridors.
- 2.2.10** Water is an important aspect of Central Lincolnshire's environment. The area has a long history of land drainage and flood management, and significant areas of low-lying land are maintained for agriculture by pumped drainage. River flooding is closely controlled through embankments and washlands as part of wider management plans for the main river catchments. Conversely, Lincolnshire is already experiencing pressure on its water resources from increasing trends in consumer and commercial demand, coupled with predicted increases in the frequency and severity of drought due to climate change. Major new infrastructure to supply the Lincoln area with water abstracted from the Trent was completed in July 2014.
- 2.2.11** Central Lincolnshire has a rich built and cultural heritage. Lincoln itself has internationally important archaeology and an outstanding historic core centred on the medieval Cathedral, which is classed as one of only three tourist icons in the East Midlands region. More generally, the area's towns and villages offer attractive environments where the protection and enhancement of character is an important issue.

2.3 Key Challenges

- 2.3.1** Central Lincolnshire faces a range of challenges, notably the need to improve social and economic conditions, including health, housing, jobs and the range and quality of facilities whilst at the same time ensuring that the environment is improved and that growth does not erode the area's environmental and heritage assets or exacerbate pressure on natural resources.

Our Vision: A prosperous, stronger and sustainable Central Lincolnshire

2.4 Our Vision

2.4.1 Our Vision and Objectives have been drafted to meet the identified challenges:

Central Lincolnshire will be a location of positive growth. Its city, market towns and many of its villages will see new homes built, new jobs created and improved infrastructure developed.

Our settlements, big and small, will be attractive, prosperous and welcoming places to live, set within our attractive landscape of Wolds, rolling hills and fenland.

Between 2012 and 2036, Central Lincolnshire will grow by 36,960 new homes, meeting the housing needs of all our communities.

Echoing the vision of the Greater Lincolnshire Local Enterprise Partnership, the economy of Central Lincolnshire will be diverse and resilient, and continue to make an effective contribution to the UK economy. The local economy will provide real opportunities for people to live, work, invest and visit.

Existing businesses will be encouraged to expand, whilst our agricultural land (much of it high quality) will be protected and associated businesses supported. New businesses in key industries such as agri-food, renewable technologies and the visitor economy will have located here.

Skills and education attainment will continue to improve, assisted by the growing reputation of Lincoln's universities and colleges, helping a shift towards a higher skilled, higher paid economic base.

Growth in homes and jobs will be closely linked, with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.

Growth will be focussed at Lincoln, Sleaford and Gainsborough. But villages will not be left behind, with appropriate and sensitive development being permitted to ensure they remain sustainable, thriving local communities.

New developments will be safe and of a high quality design, with higher environmental standards than homes built in previous decades. A move to a low carbon economy and society will be supported, but not at the expense of our landscape and other assets. The natural and historic environment will be protected and enhanced, with new development taking into account the surroundings of the area in which it would be situated.

Echoing the vision set out in the Lincoln Growth Strategy, Lincoln will evolve into a beautifully engineered world class historic city becoming internationally renowned for its enterprise, heritage and educational excellence, whilst demonstrating that being a competitive city does not equal compromising on people values or culture.

Through growth, current issues such as health inequalities, community deprivation, infrastructure deficit and low skills, all of which are currently found in pockets of Lincoln, Gainsborough and some rural areas, will be tackled and addressed. Growth will attract investment, businesses and new residents to the district.

Overall, Central Lincolnshire will be a prosperous and desirable place to live, work and visit.

2.5 Our Objectives

2.5.1 To achieve our vision and to help prepare detailed policies in the Local Plan, we have developed a set of overarching objectives. These objectives have been used in a consistent way in both this document and the parallel Integrated Impact Assessment (incorporating Sustainability Appraisal) process.

2.5.2 Our objectives, therefore, are:

- a. **Housing:** To ensure that the housing stock meets the housing needs of the Central Lincolnshire area.
- b. **Employment:** To create and improve access to high quality employment and training opportunities for everyone within the Central Lincolnshire area.
- c. **Local Economy:** To encourage and support a competitive, diverse and stable economy and to protect and enhance Central Lincolnshire's hierarchy of centres to meet the needs of residents and visitors.
- d. **Transport and Accessibility:** To make efficient use of the existing transport infrastructure, reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable travel modes (particularly public transport, walking and cycling).
- e. **Health:** To reduce health inequalities, promote healthy lifestyles and maximise health and well being.
- f. **Social Equality and Community:** To stimulate regeneration that maximises benefits for the most deprived areas and communities in Central Lincolnshire. To also ensure equitable outcomes for all, particularly those most at risk of experiencing discrimination, poverty and social exclusion.
- g. **Biodiversity and Green Infrastructure:** To conserve and enhance biodiversity across Central Lincolnshire and provide opportunities for people to access and appreciate wildlife and the natural environment. To create and improve high quality green and blue spaces that are multifunctional, (including opportunities for sport, recreation and play), accessible to all and which form part of and are connected to the green infrastructure network.
- h. **Landscape and Townscape:** To protect and enhance the rich diversity of the character and appearance of Central Lincolnshire's landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.
- i. **Built and Historic Environment:** To protect and enhance the significance of the buildings, sites and features of archaeological, historic or architectural and artistic interest and their settings, and ensure new buildings, spaces and places are designed to a high quality.
- j. **Natural Resources – Water:** To protect and enhance water resources and their quality in Central Lincolnshire.
- k. **Pollution:** To minimise pollution (air, noise and light) and improve air quality.
- l. **Natural Resources – Land Use and Soils:** To protect and enhance soil and land resources and quality in Central Lincolnshire.

Our Vision: A prosperous, stronger and sustainable Central Lincolnshire

- m. **Waste:** To minimise the amount of waste generated across all sectors and increase the re-use, recycling and recovery rates of waste materials.
- n. **Climate Change Effects and Energy:** To minimise the effects of climate change by developing the area's renewable energy resources, reducing dependency on fossil fuels, minimise energy usage, and to reduce greenhouse gas emissions from the area.
- o. **Climate Change Adaptation and Flood Risk:** To ensure Central Lincolnshire adapts to the effects of climate change, both now and in the future through careful planning and design of development, including reducing and managing the risk of flooding from all sources.

2.5.3 The Local Plan objectives have evolved from the review of relevant plans and programmes undertaken for the Sustainability Appraisal process. They reflect the aims and objectives of other important strategies that affect Central Lincolnshire's future. This is to ensure that the Local Plan and other plans are as closely aligned as possible and that strategies support each other. Examples include:

- Greater Lincolnshire Enterprise Partnership Strategic Economic Plan
- Growth Strategy for Lincoln
- Lincolnshire Joint Health and Wellbeing Strategy
- Lincolnshire Joint Strategic Needs Assessment
- Corporate Plans for City of Lincoln, North Kesteven and West Lindsey
- Lincolnshire Biodiversity Action Plan
- Lincolnshire Local Transport Plan and local transport strategies
- Joint Lincolnshire Flood Risk and Management Strategy

3.1 A Presumption in Favour of Sustainable Development

- 3.1.1** This section of the Local Plan sets out the overall Central Lincolnshire strategy for meeting the area's needs up to 2036. In doing so it sets out how much growth is needed and how it is to be distributed to ensure a sustainable future for all. It is based on a presumption in favour of sustainable development, in line with national policy.

Policy LP1: A Presumption in Favour of Sustainable Development

At the heart of the strategy for Central Lincolnshire is a desire to deliver sustainable growth; growth that is not for its own sake, but growth that brings benefits for all sectors of the community - for existing residents as much as for new ones.

When considering development proposals, the Central Lincolnshire districts of West Lindsey, Lincoln City and North Kesteven will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The districts will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Central Lincolnshire.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the appropriate Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

3.2 Settlement Hierarchy, Spatial Strategy and Settlement Growth Targets

- 3.2.1** The Central Lincolnshire spatial strategy seeks to concentrate growth on the main urban areas of Lincoln, Gainsborough and Sleaford, and in settlements that support their roles, with remaining growth being delivered elsewhere in Central Lincolnshire to support the function of other sustainable settlements and to help meet local needs.
- 3.2.2** This approach makes the most of existing services and facilities, delivering growth to where it is most needed. It also provides associated opportunities to regenerate urban areas, provide new jobs and new homes in accessible locations, and focus infrastructure improvements where they will have the greatest effect.
- 3.2.3** Outside of the main urban areas of Lincoln, Gainsborough and Sleaford, Central Lincolnshire's smaller towns and villages vary in size, demography, accessibility, facilities, issues and opportunities. This Local Plan needs to determine how each community can contribute to the delivery of a sustainable Central Lincolnshire, which may include proportionate and appropriate development.
- 3.2.4** Following comments on our earlier draft plan (2014), the scale of growth directed to each settlement is proposed to be established in three steps:

A Growing Central Lincolnshire

1. Devise a settlement hierarchy, based entirely on factual information, together with a strategic policy steer as to what type of development would be appropriate for settlements within each level of the hierarchy (see Policy LP2);
2. Determine the overall level of growth for Central Lincolnshire, and at the same time determine a strategic split of that growth across Central Lincolnshire (see Policy LP3); and
3. Establish what level of growth would be appropriate, in total, for each settlement, by way of either specific allocations for those settlements in the top 4 tiers of the hierarchy and a percent target increase, rather than specific allocations, in dwellings for settlements in levels 5 and 6 of the hierarchy (see Policy LP4). This third step takes account of the specific circumstances, opportunities and constraints of a settlement.

3.2.5 The proposed settlement hierarchy is set out below. A separate report, the Central Lincolnshire Settlement Hierarchy Study (September 2015), is available to explain the rationale in more detail.

Policy LP2: The Spatial Strategy and Settlement Hierarchy

The spatial strategy will focus on delivering sustainable growth for Central Lincolnshire that meets the needs for homes and jobs, regenerates places and communities, and supports necessary improvements to facilities, services and infrastructure.

Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land (except where that land is of high environmental value), and enabling a larger number of people to access jobs, services and facilities locally.

Development should provide the scale and mix of housing types and a range of new job opportunities that will meet the identified needs of Central Lincolnshire in order to secure balanced communities.

Decisions on investment in services and facilities, and on the location and scale of new development, will be assisted by a Central Lincolnshire Settlement Hierarchy.

The hierarchy is as follows:

1. Lincoln Urban Area

To significantly strengthen the role of Lincoln, both regionally and within Central Lincolnshire, and to meet Lincoln's growth objectives and regeneration needs, the Lincoln urban area* and the sites allocated in this Local Plan on the edge of the Lincoln urban area will be the principal focus for new development in Central Lincolnshire, including housing, retail, leisure, cultural, office and other employment development.

**The Lincoln urban area is defined as the current built up area of Lincoln, which includes the City of Lincoln, North Hykeham, South Hykeham Fosseway, Waddington Low Fields and any other developed land adjoining these areas.*

2. Main Towns

To maintain and enhance their roles as main towns, and to meet the objectives for regeneration, Sleaford and Gainsborough will be the focus for substantial housing development supported by appropriate levels of employment growth, retail growth and wider service provision.

3. Market Towns

To maintain and enhance their roles as market towns, Caistor and Market Rasen will be the focus for significant, but proportionate, growth in housing, employment, retail and wider service provision. Most of this growth will be via sites allocated in this plan, or the intensification or renewal of the existing urban area. However, additional growth on non-allocated sites in appropriate locations on the edge of these market towns may also be considered favourably, though these are unlikely to be supported if over 50 dwellings / 2 ha per site (whichever is the smaller).

4. Large Villages

To maintain and enhance their role as large villages which provide employment, retail, and key services and facilities for the local area, the following settlements will be a focus for accommodating an appropriate level of growth. Most of this growth will be via sites allocated in this plan, or the intensification or renewal of the existing urban area. On an exceptional basis (for example, where the village has limited permitted growth commitments or allocations in this plan, and where the site is demonstrably a sustainable location for development), additional growth on non-allocated sites in appropriate locations on the edge of these large villages might be considered favourably, though these are unlikely to be of a scale over 25 dwellings / 1 ha per site (whichever is the smaller).

Bardney	Heighington	Saxilby
Billinghay	Keelby	Scotter
Bracebridge Heath	Metheringham	Skellingthorpe
Branston	Middle Rasen	Waddington
Cherry Willingham	Navenby	Washingborough
Dunholme	Nettleham	Welton
Heckington	Ruskington	Witham St Hughs

5. Medium Villages

These settlements will accommodate a limited amount of development in order to support their function and/or sustainability. No sites are allocated in this plan for development, except sites which are already 'committed' (eg with planning permission or under construction). Typically, development proposals will be on sites of up to 9 dwellings or 0.25 hectares for employment uses. However, proposals may exceptionally come forward at a larger scale on sites of up to 25 dwellings or 0.5 hectares per site for employment uses where proposals can be justified by local circumstances.

Bassingham	Helpringham	Potterhanworth
Blyton	Hemswell Cliff	Reepham
Brant Broughton	Ingham	Scottern
Brookenby	Lea	Scotton
Burton Waters	Leasingham	Sturton By Stow
Cranwell	Martin	Sudbrooke
Digby	Marton	Swinderby
Dunston	Morton	Tealby
Eagle	Nettleton	The Elms
Fiskerton	Nocton	Waddingham
Great Hale	North Kelsey	Welbourn
Greylees	North Scarle	Wellingore
Harmston	Osgodby	

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6. Small Villages

These settlements will accommodate small scale development of a limited nature, proposals will be considered on their merits but would normally be limited to 3 dwellings, or 0.1 hectares per site for employment uses.

Anwick	Holton cum Beckering	Rowston
Ashby de la Launde	Holton le Moor	Scampton
Aubourn	Kexby	Scopwick
Beckingham	Kirkby	Scredington
Bigby	Kirkby Green	Searby
Bishop Norton	Kirkby La Thorpe	Silk Willoughby
Blankney	Knaith Park	Snitterby
Boothby Graffoe	Langworth	South Hykeham Village
Branston Booths	Laughterton	South Kelsey
Burton	Laughton	South Kyme
Cammeringham	Leadenham	South Rauceby
Carlton Le Moorland	Legsby	Southrey
Chapel Hill	Lissington	Spridlington
Claxby	Little Hale	Springthorpe
Coleby	Martin Dales	Stow
Corringham	Moortown	Swallow
Doddington	New Toft	Swaton
Dorrington	Newton On Trent	Swinhope
East Ferry	Normanby By Spital	Tattershall Bridge
East Heckington	North Carlton	Thoresway
East Stockwith	North Greetwell	Thorpe On The Hill
Ewerby	North Kyme	Threekingham
Faldingworth	North Owersby	Timberland
Fenton	North Rauceby	Torksey
Fillingham	North Willingham	Upton
Glentham	Northorpe	Walcott
Glentworth	Norton Disney	Walesby
Grasby	Osbournby	Whisby
Grayingham	Owmbly By Spital	Wickenby
Great Limber	Riby	Willingham By Stow
Hackthorn	Riseholme	Willoughton
Hemswell	Rothwell	Wilsford

7. Countryside

Development in areas not listed above will be restricted to that which is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport or utility services; renewable energy generation; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents. See also Policy LP55 in particular for further policy requirements for specific development proposals in the countryside.

3.3 Level and Distribution of Growth

3.3.1 As required by the NPPF, this Local Plan must define the overall level of growth in Central Lincolnshire between 2012 and 2036, based on the requirement to meet the 'objectively assessed needs' (OAN) of Central Lincolnshire over the plan period.

3.3.2 The OAN for housing, both market and affordable, has been determined through the

preparation of a Strategic Housing Market Assessment (SHMA) (2015) which is based on the most up to date population and household projections available. In addition to meeting the housing needs of Central Lincolnshire's growing population it is essential that the creation of jobs are facilitated through appropriate policies in this Local Plan, in order to meet the likely growth in the economy (which itself was determined by a separate Economic Needs Assessment (ENA) in 2015). The scale of employment growth to be delivered through the Local Plan is closely related to the housing growth target and vice versa. The SHMA and ENA identify the following as the OAN for Central Lincolnshire:

Objectively Assessed Need for Dwellings	Forecast Baseline Job Growth
Between 1,432 – 1,780 dwellings per annum	11,894 FTE net new jobs 2012-36

- 3.3.3** On balance, it is proposed that a housing target of 1,540 dwellings (net) per annum is proposed for the Local Plan period 2012-36, resulting in a total dwelling target of 36,960 dwellings. This 1,540pa figure is within the OAN range established by the evidence, and is higher than required to accommodate demographic need and also sufficiently high enough to support growth in the economy.
- 3.3.4** To propose a slightly lower figure than 1,540pa would mean that the Local Plan could still be providing sufficient dwellings to meet a range of household and demographic forecast signals and would support some growth in the economy, but would risk providing insufficient homes to match the potential growth in the economy. This insufficient provision could lead to businesses being constrained (because they lack a local labour force) or result in higher than appropriate commuter levels (because the jobs would be filled by people commuting from outside Central Lincolnshire), or, most likely, a combination of both. A figure below 1,432 dwellings pa would be contrary to national policy because it would fall outside the OAN range.
- 3.3.5** To set a figure higher than 1,540 pa would mean that the Local Plan would be making provision for new homes entirely based on the higher forecast prospects of job growth despite the inherent uncertainties in such forecasts, and despite such forecasts being broadly aligned (for the entire plan period) with the growth in the economy in the prosperous pre-recession years of 1998-2008. And in doing so, if the higher forecasts of job growth were not to materialise (eg due to: jobs not created sufficiently, loss of jobs in public sector being higher than forecast; and/or national recessions), then too many homes could be built (compared with jobs available), leading to either higher unemployment or higher levels of out-commuting (as residents are forced to commute outside Central Lincolnshire to secure employment).
- 3.3.6** However, this plan has been written flexibly, so that should additional businesses want to grow or locate in Central Lincolnshire, then this plan helps enable that to happen. Similarly, if the economy (and job growth) is stronger than expected, then this Local Plan identifies additional 'broad locations for future growth' (Policy LP54) which could come forward in the plan period if required (or will be kept in reserve for beyond the plan period, if not needed prior to 2036).
- 3.3.7** It is also important for the Local Plan to direct the growth in both employment and housing supply to the locations best suited and most attractive to the market, whilst ensuring there are no locations that are over-burdened or that other locations are not starved of growth. Policy LP3 below first commits the authorities to the overall housing growth target, then proposes a strategic split of that growth across Central Lincolnshire.
- 3.3.8** The 'Lincoln Strategy Area' referred to in Policy LP3 is shown on the map on the following page (which should not be confused with the much smaller 'Lincoln urban area' defined in Policy LP2). Other than for the establishment of the quantity of growth across Central

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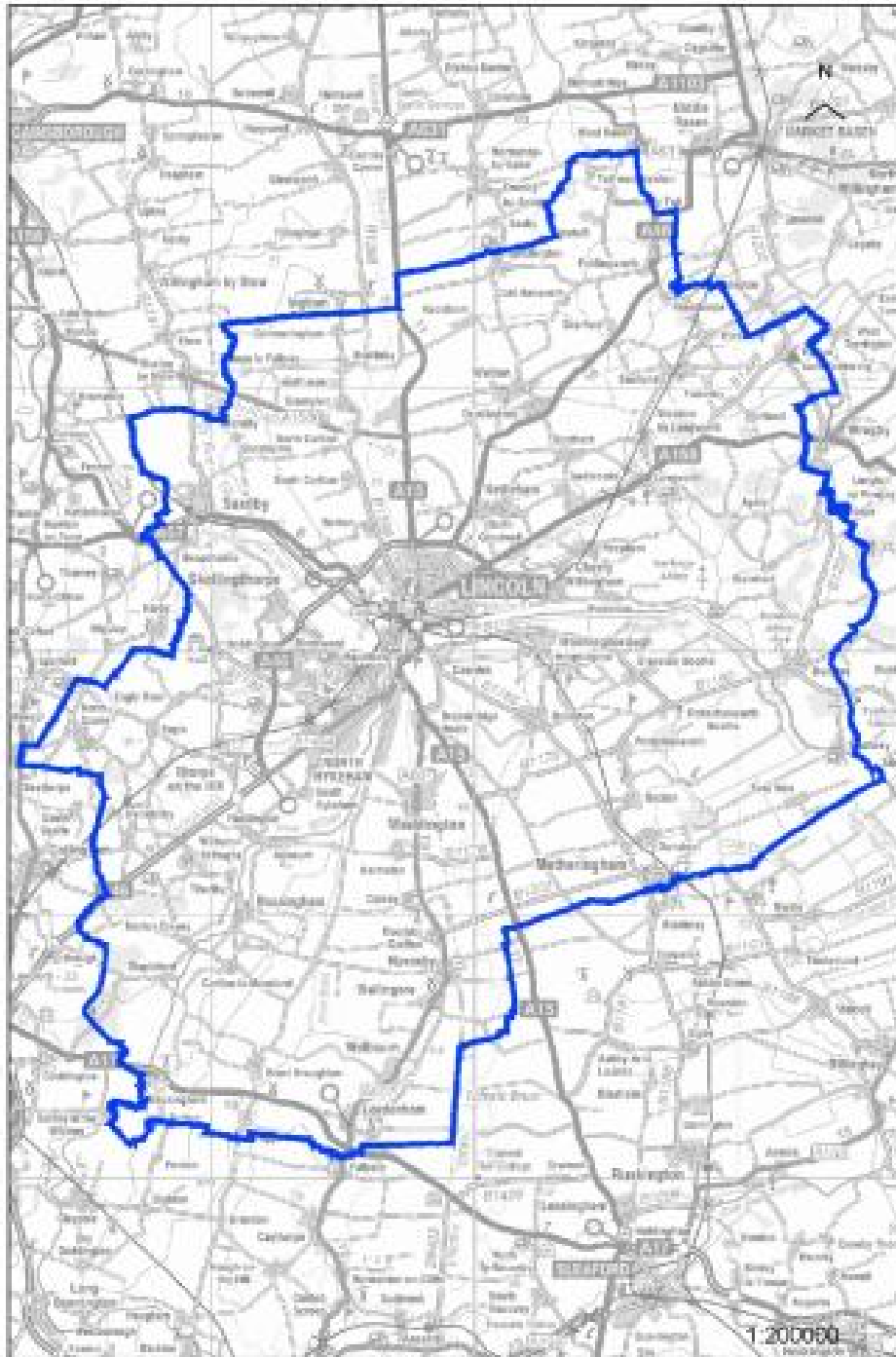
Lincolnshire, there are no other policy differences for settlements or land either in or out of this 'Lincoln Strategy Area'.

Policy LP3: Level and Distribution of Growth

The Local Plan facilitates the delivery of 36,960 new dwellings and an appropriate amount of employment land over the plan period 2012–2036, distributed as follows:

- a. **Lincoln Strategy Area** – around 64% (23,654) of the total homes and employment land needed, delivered through a combined strategy of (and in priority order):
 - i. urban regeneration;
 - ii. sustainable urban extensions to Lincoln; and
 - iii. growth at settlements which serve, and are serviced by, Lincoln.
- b. **Gainsborough** - around 12% (4,435) of the total homes and employment land needed, delivered through a combined strategy of urban regeneration and sustainable urban extensions.
- c. **Sleaford** – around 12% (4,435) of the total homes and employment land needed, delivered through, primarily, a strategy of sustainable urban extensions.
- d. **Elsewhere** – around 12% (4,435) of the total homes and employment land needed will come forward via all other settlements listed in, and in accordance with, the settlement hierarchy and Policy LP4.

Map of the Lincoln Strategy Area



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3.4 Growth in Villages

- 3.4.1** Much of Central Lincolnshire is made up of rural countryside, interspersed with villages of a variety of sizes and which perform a number of local roles. Delivering an appropriate level of growth for these villages is a key objective of the Local Plan in line with Policy LP2.
- 3.4.2** The Local Plan is allocating sites in the top four tiers of the hierarchy, and this process will set the general level of growth expected to occur in these settlements. However, this does not mean some growth should not take place in the smaller settlements lower down the hierarchy as growth will help to enhance or maintain the vitality of rural communities (as required by the NPPF) and support the wider growth aspirations of this Local Plan.
- 3.4.3** Policy LP4 gives a strategic steer as to what level of growth over the plan period is appropriate in such smaller settlements. As a starting point, this is set at 10% growth in the number of dwellings over the plan period.
- 3.4.4** A blanket 10% growth policy is not considered appropriate for all settlements as in some cases basic policy considerations, in line with the policies of the Local Plan, suggest that additional or less growth would be more appropriate. As such, in order to ensure that an appropriate level of growth is delivered in our rural settlements, the 10% baseline growth figure is proposed to be adjusted upwards in a number of settlements based on a consideration as to whether a settlement in level 5-6 of the hierarchy has the presence of one or more key sustainability criteria. These criteria are:
- Key facilities – where a settlement includes a primary school, convenience store, and some employment;
 - Proximity to Lincoln, Sleaford, and Gainsborough (LSG) – where a settlement is not overly constrained and is within 5km of Lincoln, Sleaford, and Gainsborough centres;
 - Proximity to a Strategic Employment Area (SEA) – within 2km of a strategic employment area; and
 - Neighbourhood Plan promoting growth – where a neighbourhood plan is being produced and is promoting a higher level of growth.
- 3.4.5** In the opposite direction, some settlements in levels 5-6 of the settlement hierarchy have known, significant, strategic constraints. In these settlements, whilst the 10-15% growth level has not been altered to take account of these constraints, it is questionable whether development proposals will be able to overcome these constraints. The constraints are:
- Flood risk – where a settlement is entirely at risk of flooding so that any likely development site would be in an area of flood risk; and
 - Area of Outstanding Natural Beauty (AONB) – where a settlement is within the Lincolnshire Wolds AONB.
- 3.4.6** If these constraints can be mitigated, proposals will be supported up to the growth level proposed for each settlement. However, for the purpose of meeting the growth targets in LP3, this Local Plan assumes a zero per cent increase to take account of the uncertainty that much, if any, growth can take place in these locations.
- 3.4.7** As an exception to the above approach, Hemswell Cliff village is identified for a greater level of growth than would otherwise be the case if the above approach is followed. The reasoning for this exceptional approach is due to the adjacent Hemswell Cliff Business Park area being identified as a national Food Enterprise Zone, which will lead to significant investment and job creation. As such, this Local Plan is proposing to make specific allocations for dwellings in Hemswell Cliff (see Policy LP53), to complement the employment and other growth associated with the Enterprise Zone, rather than a more general, no allocation, percentage increase approach.

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- 3.4.8** Policy LP4 does not limit development absolutely, but clarifies the anticipated level of growth for each settlement. Where a proposed development would exceed the identified growth level, in conjunction with other developments built since April 2012, other extant committed (permitted) growth and any sites allocated in the Local Plan, it will be expected to be accompanied by clear evidence of appropriate levels of community support or supported by either allocations or policies in an adopted Neighbourhood Plan.
- 3.4.9** To assist clarification on the exact levels of growth for each settlement in categories 5-6 of the hierarchy, then please see Appendix B.
- 3.4.10** In order to ensure that the most suitable sites are developed first, development in villages should follow a sequential approach to growth, utilising suitable brownfield and infill sites first, and only then should sites at the edge of villages be considered. Where a site is proposed for development lower in the priority list, an application should be accompanied with evidence that alternative sites are not suitable or available for development.
- 3.4.11** Communities could have a greater influence over their local area through a Neighbourhood Plan. It allows Parish Councils, or Neighbourhood Forums where Parish Councils do not exist, to prepare a plan that sets policies for the use of land in their area.
- 3.4.12** Neighbourhood Plans can be produced in locations in all tiers of the settlement hierarchy, but may be particularly suitable for those in the lower tiers of the hierarchy. Each Neighbourhood Plan will need to conform to the strategic policies of the Local Plan. A Neighbourhood Plan could not set lower growth than set by the Policy below, but it could set higher levels of growth or make decisions on precisely where the growth should go. Appendix A has more details on Neighbourhood Planning.

Policy LP4: Growth in Villages

In principle, settlements within categories 5-6 of the settlement hierarchy will be permitted to grow by 10% in number of dwellings over the plan period except for those settlements identified in the table below where an alternative level of growth is identified.

Settlement	Growth Level (%)	Reason for alternative level of growth (see explanatory text)
Bassingham	15	Key Facilities
Brookenby	10*	AONB
Burton Waters	15*	LSG / Flood Risk
Burton	15	LSG
Chapel Hill	10*	Flood Risk
Corringham	15	LSG
Cranwell	15	LSG / Key Facilities
Digby	15	Key Facilities
East Ferry	10*	Flood Risk
East Stockwith	15*	LSG / Flood Risk

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Settlement	Growth Level (%)	Reason for alternative level of growth (see explanatory text)
Ewerby	15	LSG
Fenton	10*	Flood Risk
Fiskerton	35	Key Facilities / Neighbourhood Plan Growth
Glentworth	15	SEA
Great Limber	15	Key Facilities
Greylees	15	LSG
Helpingham	15	Key Facilities
Hemswell	15	SEA
Hemswell Cliff	Allocations	See supporting text
Ingham	15	Key Facilities
Kirkby La Thorpe	15	LSG
Knaith Park	15	LSG
Laughterton	10*	Flood Risk
Lea	15	LSG
Leadenham	15	Key Facilities
Leasingham	15	SEA / LSG / Key Facilities
Martin	15	Key Facilities
Morton	15*	LSG / Flood Risk / Key Facilities
Nettleton	15	Key Facilities
Newton On Trent	10*	Flood Risk
North Greetwell	15	LSG
North Rauceby	15	LSG
North Willingham	10*	AONB
Reepham	15	Key Facilities
Riseholme	15	LSG
Rothwell	10*	AONB
Scredington	15	LSG
Silk Willoughby	15	LSG
South Rauceby	15	LSG

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Settlement	Growth Level (%)	Reason for alternative level of growth (see explanatory text)
Sturton By Stow	15	Key Facilities
Swallow	10*	AONB
Swinderby	15	SEA / Key Facilities
Swinhope	10*	AONB
Tattershall Bridge	10*	Flood Risk
Tealby	15*	Key Facilities / AONB
The Elms	10*	Flood Risk
Thoresway	10*	AONB
Thorpe On The Hill	15	SEA
Torksey	10*	Flood Risk
Waddingham	15	Key Facilities
Welbourn	15	Key Facilities
Whisby	15	SEA

**Growth levels indicated with a * are subject to known significant strategic constraints being overcome (see supporting text for further explanation).*

If a proposal within or on the edge of a village in categories 5-6 of the settlement hierarchy would, in combination with –

- other development built since April 2012,
- any extant permissions; and
- any allocated sites,

increase the number of dwellings in a village by more than 10% or, where relevant, the identified growth level in the above table; or for non-dwellings, have a floorspace of 1,000 sqm or more or have an operational area (including, for example, parking and storage spaces) of 0.5ha or more, the proposal should be accompanied by demonstrable evidence of clear local community support for the scheme (with such support generated via a thorough and proportionate pre-application community consultation exercise or through a Neighbourhood Plan exercise).

If, despite a thorough and proportionate pre-application consultation exercise, demonstrable evidence of support or objection cannot be determined, then there will be a requirement for support from the applicable Parish or Town Council.

In each settlement, a sequential test will be applied with priority given as follows:

- Suitable brownfield land or infill sites within the developed footprint** of the settlement
- Brownfield sites at the edge of a settlement
- Greenfield sites at the edge of a settlement

Proposals for development of a site lower in the list should include clear explanation of why sites are not available or suitable for categories higher up the list.

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Local communities can, through Neighbourhood Plans or other means, deliver additional growth over the levels proposed by this Policy.

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**** The developed footprint of the village is defined as the continuous built form of the settlement and excludes:**

- i. individual buildings or groups of dispersed buildings which are clearly detached from the continuous built up area of the settlement;
- ii. gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where land relates more to the surrounding countryside than to the built up area of the settlement;
- iii. agricultural buildings and associated land on the edge of the settlement; and
- iv. outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.

3.5 Economic Growth, Prosperity and Jobs

- 3.5.1** This section sets out how the Central Lincolnshire Authorities will assist the achievement of strong and sustainable local economic growth where entrepreneurship, innovation and inward investment are actively encouraged.
- 3.5.2** Historically, Central Lincolnshire has achieved strong economic and employment growth. North Kesteven and West Lindsey both comfortably exceeded the national rate of growth (9%) between 1998 and 2008. For this plan period Central Lincolnshire is seeking to build on past performance and deliver additional sustainable growth at a faster rate while at the same time improving GVA which historically has lagged behind the national average.
- 3.5.3** Central Lincolnshire is located within the Greater Lincolnshire Local Enterprise Partnership (GLLEP) and represents roughly 30% of the area's population, employment and business base. The GLLEP is committed to delivering sustainable economic growth and the Central Lincolnshire Authorities will play a key role in the delivery of its growth plans for Agri-food and Manufacturing, specifically with at least one Enterprise Zone located in Central Lincolnshire.
- 3.5.4** The GLLEP has also set ambitious targets in respect of key growth sectors, notably Agri-food, Manufacturing, and the Visitor Economy, and these three sectors will continue to play a very significant role in growing the economies of Central Lincolnshire. The City of Lincoln expects strong continued growth in the Retail and Business Services Sector, while capitalising on the economic opportunities offered by a fast-improving University, e.g. Science and Innovation Park and Tourism (including the Castle, Cathedral and the nearby International Bomber Command Centre). The policy set out in this Plan reflects these growth aspirations and addresses the specific needs of these diverse sectors.
- 3.5.5** The Local Plan provides flexibility in seeking to achieve high levels of growth and capitalising on those strengths and opportunities identified in the Economic Needs Assessment (ENA) (2015).
- 3.5.6** The Local Plan aims to make sure that there is sufficient employment land available in the right places to support a growing economy. In the broadest terms, the policy will seek to meet the following objectives:
- Protect existing employment sites and premises

- Make it easier for our key growth sectors and fastest growing companies to achieve their potential
- Encourage new inward investment and expansion
- Support the growth of small and micro business
- Encourage business start-ups – support the growth of entrepreneurial culture

3.5.7 The Central Lincolnshire Authorities have created a hierarchy of employment sites in order to make sure growth happens in the right places. A few strategic sites including the GLLEP's proposed new Enterprise Zones have been allocated so that scarce resources can be focused on delivering a small number of scalable attractive, world class business locations. This concentration of resources in the Lincoln Area (LN6, Network 46, Lincoln Science and Innovation Park etc.) and Main Towns (Sleaford and Gainsborough) is a deliberate attempt to maximise the benefits of scale in order to deliver higher levels of economic growth.

3.5.8 The ENA has been prepared to identify the future demand for jobs, employment land and premises in Central Lincolnshire. A significant proportion of the job growth is likely in professional and business services and the visitor economy, as well as through the manufacturing sector with engineering and food manufacturing being a key element of this.

3.5.9 The ENA highlights that this growth will result in a requirement for around 23 hectares of new employment land to be developed over the Plan period to meet the baseline targets as identified earlier. However, it is not always easy to predict precisely where employment growth will take place and how much land is needed to accommodate it. As such, this Local Plan is proposing to allocate more than the 23 hectares identified as needed for employment purposes. This is for a number of reasons:

- To provide choice across Central Lincolnshire
- To enable business growth (and subsequent job growth) not to be constrained by a lack of sites
- To provide flexibility recognising the differing delivery and/or build out rates for the portfolio of employment sites and across different business sectors
- To enable some current employment sites, which are perhaps more suitable for other uses in the future, to be lost with businesses relocated to other Strategic Sites or Employment Sites
- To reflect the fact that only estimates can be made of the correlation between site area, floorspace and job numbers

3.5.10 As such, the Local Plan has identified strategic employment land to come forward during the plan period, as set out in Policy LP5 and identified on the Policies Map. In addition, employment opportunities feature in the Sustainable Urban Extension policies and the Lincolnshire Showground policy.

3.5.11 In addition to these strategic employment sites, there are a number of current employment areas which are of such importance to the local economy, and have the potential to be intensified and/or include vacant plots, that they have been identified on the Policies Map and have been awarded a level of protection as set out in Policy LP5. By doing this, it will ensure our most valuable employment areas are not lost to other uses and will enable businesses to invest in those areas with confidence.

3.5.12 In Central Lincolnshire's sparsely populated rural hinterlands of scattered settlements surrounded by large intensively farmed arable estates some types of businesses and some developments of considerable scale are quite naturally located in the countryside or on the edges of rural settlements. This kind of development is not exceptional and needs to be accommodated in the Local Plan.

3.5.13 Underpinning the hierarchy of existing and strategic employment sites is a more flexible

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‘thematic’ approach recognising that growth for certain types of businesses will need to take place outside the hierarchy and in the ‘countryside’. For some sectors, particularly, but not exclusively the Agri-food, Horticulture and Tourism, it is important to acknowledge that this kind of discrete development should be supported where it can be demonstrated to be sustainable and appropriate.

Policy LP5: Delivering Prosperity and Jobs

The Central Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth to the area.

Strategic Employment Sites (SES)

The Policies Map identifies 6 Strategic Employment Sites, as listed below, which are reserved for B1, B2 and B8 Uses. The presumption will be for the Strategic Employment Sites to meet the needs for large scale investment that requires significant land take. Small scale and/or piecemeal development that prevents the delivery of large scale investment will be refused.

Any non-B class uses will only be supported where the applicant can demonstrably show that it is ancillary to the effective functioning of the Strategic Employment Site.

Proposals for the development of Strategic Employment Sites should preferably be progressed through a masterplan prior to or alongside a planning application.

Strategic Employment Site	Gross Site Size (ha)	Available Site (2012) (ha)	Employment Class Use	Status (Aug 2015)
Teal Park, Whisby Road, North Hykeham (Phase 1 & Phase 2)	36	33.8	B1, B2 and B8, with ancillary A4, C1, D2 and Sui Generis	Planning consent granted, partial site development
Lincoln Science and Innovation Park	11.48	5.4	B1, B2 and B8	Brownfield site for redevelopment. Planning consent on site by site basis as per masterplan.
Network 46, Camp Road, Witham St Hughs	22.3	17.3	B1, B2 and B8	Planning consent granted, partial site development
Somerby Park, Gainsborough	12.84	11.5	B1, B2, B8 & Ancillary A2	Outline planning consent.
Sleaford Enterprise Park - Land to the west of The Reservation, south of the A17	14.7	14.7	B1, B2 and B8	Planning consent submitted, previously allocated site
Land at Hemswell Cliff	Up to 40*	Up to 40*	B uses to be defined in an LDO	Land to be designated LDO based on securing new Agri-food Enterprise

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Strategic Employment Site	Gross Site Size (ha)	Available Site (2012) (ha)	Employment Class Use	Status (Aug 2015)
				Zone. Masterplan to be developed.
Total	137ha	122.6ha		

*The exact location and size of the Hemswell Cliff Employment Local Development Order (LDO) area will be confirmed in the submission version of the Local Plan. The policy above currently allows for up to 40ha, but it is likely to be slightly reduced.

Important Established Employment Sites (EES)

The following established employment sites, as identified on the Policies Map, perform an important role in the local economy and offer potential for intensification and/or renewal.

Proposals for new B1/B2/B8 employment developments and/or redevelopment of sites for B1/B2/B8 uses that come forward in the following important established employment sites will be supported provided the proposed development is of a scale that respects the character of the area and/or neighbouring land uses.

Ref.	Established Employment Area (EES)	Location	Uses
	Allenby Industrial Estate	Lincoln	B1, B2, B8
	Great Northern Terrace	Lincoln	B2, B8
	Long Leys Road	Lincoln	B1, B2, B8
	Outer Circle Road	Lincoln	B1, B2, B8
	Sunningdale Trading Estate	Lincoln	B1, B2, B8
	Chieftain Way Industrial Estate	Lincoln	B1, B2, B8
	Waterside South	Lincoln	B1, B2, B8
	Moorland Industrial Estate	Lincoln	B1, B2, B8
	Monks Way Site	Lincoln	B1, B2, B8
	Bifrangi	Lincoln	B1, B2, B8
	LN6 Industrial Area	North Hykeham	B1, B2, B8
	Gainsborough Industrial Area	Gainsborough	B1, B2, B8 & A2
	Caistor Industrial Area	Caistor	B1, B2 & B8
	Market Rasen Industrial Area	Market Rasen	B1, B2, B8 & A2
	Saxilby Industrial Area	Saxilby	B1, B2 & B8
	Gateway Park	South Hykeham	B1, B2 & B8

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Ref.	Established Employment Area (EES)	Location	Uses
	Sleaford Road Industrial Estate	Bracebridge Heath	B1, B2 & B8
	Camp Road Industrial Estate	Witham St Hughs	B1, B2 & B8
	Sleaford Industrial Area	Sleaford	B1, B2 & B8
	Metheringham Industrial Area	Metheringham	B1, B2 & B8
	Heckington Industrial Area	Heckington	B1, B2 & B8

Local Employment Sites (LES)

Appropriate proposals for new B1/B2/B8 employment development and/or redevelopment of sites for B1/B2/B8 uses on non-allocated but existing local employment sites will be supported where:

- they do not conflict with neighbouring land uses, and
- their scale does not harm the character and/or amenities of the locality, and
- they will not impact unacceptably on the local and/or strategic highway network.

Other Employment Proposals

Other employment proposals in locations not covered by SES, EES and LES categories above will be considered on their merits taking account of:

- where there is a clear demonstration that there are no suitable or appropriate sites or buildings within allocated sites or within the built up area of existing settlements or within any of the Sustainable Urban Extensions (SUE);
- any adverse impact on the character and appearance of the area, the amenity of neighbouring occupiers
- any adverse impacts on the local highway network
- any likely adverse impact on the viability of delivering any allocated employment site
- the locations of the site and the ability to maximise opportunities for modal shift away from the private car
- any submitted business case which demonstrates that the business requires a location outside of identified SES, EES, LES and SUE areas.

Expansion of Existing Businesses

The expansion of existing businesses which are currently located in areas outside allocated employment sites will be supported, provided:

- existing buildings are reused where possible, and
- they do not conflict with neighbouring land uses, and
- they will not impact unacceptably on the local and/or strategic highway network, and
- The proposal would not have an adverse impact on the character and appearance of the area.

Loss of Employment Sites and Buildings to Non Employment Uses

Conversion and redevelopment of, or change of use from, existing employment sites and buildings to non-employment uses will be considered on their merits taking account of the following:

- whether the loss of land or buildings would adversely affect the economic growth and employment opportunities in the catchment area the site or building would likely serve.
- whether the continued use of the site or building for employment purposes would adversely affect the character or appearance of its surroundings, amenities of neighbouring land-uses or traffic conditions that would otherwise be significantly alleviated by the proposed new use. It should also be shown that any alternative employment use at the site would continue to generate similar issues, or
- whether it is demonstrated that the site is inappropriate or unviable for any employment use to continue and no longer capable of providing an acceptable location for employment purposes, and
- whether the applicant has provided clear documentary evidence that the property has been openly marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises. This evidence will be considered in the context of local market conditions and the state of the wider national economy. Evidence of marketing is not in itself sufficient justification for the loss of employment workspace.

3.6 Retail and Town Centres

- 3.6.1** Town centres and high streets are at the heart of communities providing accessible shops and services, employment and leisure facilities. Vital and viable centres not only provide economic and social benefits, but areas of niche and independent retailing and distinctive historic retail premises also help to foster civic pride and promote local identity. Initiatives aimed at encouraging alternative uses of upper floors can also help to ensure vital and viable centres as well as meeting housing needs and contributing towards the aims of sustainable development. However, town centres and high streets are facing challenges from the constantly evolving retail sector. As such many need to reinvent themselves to compete and survive.
- 3.6.2** The Central Lincolnshire City and Town Centres Study (2012) and update (2015) shows that, overall, Central Lincolnshire has a healthy market share of convenience goods expenditure, and whilst significant variations occur across the area depending upon location and goods type, there is a reasonably good market share of comparison goods expenditure. There is, however, leakage from peripheral areas close to alternative centres outside of the area, particularly in the north and north-east. The study and update conclude that:
- Lincoln is the principal centre and is a popular and well-performing retail and leisure destination, its historic core attracting considerable numbers of tourists and shoppers each year. It has a large amount of retail floorspace and a strong representation from national retailers, reflecting its role as an important sub-regional shopping centre.
 - Gainsborough provides an important role for the local area and its performance has improved since the opening of Marshall's Yard in 2007. There is, however, a distinct contrast between the new development and the older parts of the town centre in terms of vitality and viability.
 - Sleaford is a popular local retail destination, however its convenience goods offer is relatively weak for a town of its size and catchment and is subject to significant leakage in respect of comparison goods.
 - Market Rasen has a more localised role than Gainsborough, Lincoln and Sleaford, and suffers from significant leakage to larger centres.
 - Individual health checks of 23 additional centres across the area including the market town of Caistor indicate that the vast majority are performing well, appear to be trading healthily and perform a key role serving the local population, including provision of leisure services.

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- 3.6.3** In addition to these main centres, many urban neighbourhoods and villages have local shops and facilities which play an important role in meeting community needs and in reducing the need for travel to more distant facilities. The protection of such local facilities is addressed later in the Local Plan, under 'A Caring Central Lincolnshire' and 'Delivering Locally'.
- 3.6.4** The City and Town Centres Study 2012 and 2015 update, provides evidence of a hierarchy of retail centres in Lincoln, Gainsborough, Sleaford and the market towns of Market Rasen and Caistor and this is defined within Policy LP6. Outside of these settlements, the retail hierarchy follows the settlement hierarchy set out in Policy LP2.
- 3.6.5** The approach to provision of retailing and centres within the Sustainable Urban Extensions (SUEs) is supported by evidence in the Central Lincolnshire Sustainable Urban Extensions – Retail Provision Study 2013 and work undertaken with the land owners and developers of the SUEs, and is set out in the Lincoln, Gainsborough and Sleaford area chapters.
- 3.6.6** City and town centre boundaries and primary shopping areas are shown on the Policies Map and Insets. The NPPF requires applications for retail, leisure and office development outside of town centres which are not in accordance with an up-to-date Local Plan to be subject to an impact assessment. The default threshold whereby such assessments apply is set by the NPPF at 2,500 m². The City and Town Centres Study advises against having a blanket threshold for all types of centre across Central Lincolnshire, as a store of 500 m² (e.g. a small, basket-based, supermarket) would be likely to have a greater impact on a lower tier centre than on, for example, Lincoln City Centre. A tiered approach is therefore taken within this policy to reflect the role and function of a centre within its sphere of influence.
- 3.6.7** The City and Town Centres Study update (2015) identifies the quantitative need for additional retail floorspace in each of the four main centres over the Plan period. The calculation of quantitative need takes into account per capita expenditure growth forecasts, though the Study notes that assessment of need in the long term should be viewed with caution due to obvious difficulties inherent in predicting the performance of the economy and shopping habits over time.
- 3.6.8** The Study also advises that the level of available expenditure identified is based on an assumption about growth in population and housing and will need regular review to ensure that it accords with housing completions and actual population growth. Due to these uncertainties, the Policy itself does not include floorspace need figures but instead refers to those included in the most up-to-date evidence base, which is the Central Lincolnshire City and Town Centres Study 2012 and 2015 update. The allocation of sites for town centre uses will also be informed by current and future masterplans for Lincoln City Centre, Gainsborough and Sleaford.

Policy LP6: Retail and Town Centres in Central Lincolnshire

The following retail hierarchy will be used by the Central Lincolnshire authorities and their partners to guide investment and other activity to improve the vitality and viability of the identified centres, and in planning applications for retail and other town centre uses (as defined in the NPPF):

Tier	Type of Centre	Role and Function	Location
1	City Centre	Largest centre within Central Lincolnshire, having an extensive catchment and a sub-regional role,	Lincoln

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Tier	Type of Centre	Role and Function	Location
		providing a wide range of town centre uses.	
2	Town Centre	Centres providing a range of facilities and services for a wider catchment area within the main towns and market towns.	Gainsborough Sleaford Market Rasen Caistor
3	District Centre	Centres serving particular areas within the main settlements, typically including a range of services such as banks, building societies, restaurants, library, and usually with at least one supermarket.	Existing locations are all within the Lincoln Area. The potential requirement for new District Centre development serving the proposed SUEs is covered in the individual SUE policies in the area chapters.
4	Local Centre	Centres within the main settlements that serve their locality, typically including a small supermarket and a limited range of other local shops and services such as a pharmacy, sub-Post Office, newsagent, hot food takeaway.	The potential requirement for new Local Centre development for proposed SUEs is covered in the policies for the individual SUEs in the area chapter.
5	Rural Settlements	Small rural centres serving the local population which may include local health and leisure services	Retail hierarchy within rural settlements follows the settlement hierarchy as defined in Policy LP2, other than Market Rasen and Caistor as identified above

The boundaries of Tier 1 to 4 centres referred to in this table, together with primary shopping areas are defined on the Policies Map

Development proposals for retail and/ or other town centre uses will be directed to the Tier 1 to 4 centres defined in this policy, and will be appropriate in scale and nature to the size and function of the relevant centre and to the maintenance of the retail hierarchy as a whole. Within the Rural Settlements, other than Market Rasen and Caistor the scale of provision should be proportionate and strengthen their roles in providing mainly convenience shopping and local services to meet local needs.

Development proposals for retail and/ or other town centre uses in out-of-centre and edge-of-centre locations will be required to demonstrate their suitability through a sequential site test in line with the NPPF. In addition, a robust assessment of impact on nearby centres will be required for any retail, leisure and/ or office proposal that:

- Provides a floorspace that is greater than 500 m² gross unless it is within 1km of Lincoln city centre boundary whereby a 2,500m² threshold applies; or
- Is located within 500 m of the boundary of a District Centre and is greater than 300 m² gross; or
- Is located within 500 m of the boundary of a Local Centre and is greater than 200 m² gross.

New centres will be required in the proposed SUEs at Lincoln, Gainsborough and Sleaford, as set out in the individual SUE policies. Such provision must be appropriate in scale and location

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to the need of the areas they serve. The development of new centres will be required to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability.

3.7 The Visitor Economy

- 3.7.1** The visitor economy is one of the most important sectors of Central Lincolnshire's economy. Lincoln, the principal visitor destination in Central Lincolnshire, attracts over 3.3 million visitors a year, generating over £130 million and supporting 2,000 jobs. The Visit Lincoln Partnership⁽¹⁾ considers that, by comparison with similar historic towns and cities, there is potential for Lincoln's visitor economy to grow.
- 3.7.2** Rural Central Lincolnshire also makes a significant contribution to the visitor economy, with many visitors attracted to the waterways, walking and cycling routes, aviation attractions and other attractions across the area which are varied and numerous.
- 3.7.3** The importance of this sector is highlighted by the Greater Lincolnshire Local Enterprise Partnership's (GLLEP) Strategic Economic Plan (SEP)(March 2014) which recognised the visitor economy as one of the top three strongest economic sectors within Greater Lincolnshire and identified this sector as one of the priorities for growth. The GLLEP has committed to working in partnership with public and private sector partners to extend the network of visitor attractions, to supporting the development of the visitor accommodation and hospitality sectors, and to deliver investment in local visitor infrastructure such as parking and tourist information. To this end, the GLLEP has published the Greater Lincolnshire Destination Management Plan (DMP) (2015-20) and the Destination Management Priorities⁽²⁾.
- 3.7.4** The Central Lincolnshire Economic Growth Strategy (June 2013) also identifies the visitor economy as a key sector in its action plan for achieving growth: policy LP7 aims to encourage sustainable growth in the visitor economy.
- 3.7.5** The policy acknowledges that Lincoln, as well as Sleaford and Gainsborough, are the main centres, but recognises that large parts of Central Lincolnshire are rural in nature. The tourism offer of more urban areas is different to that in rural areas where the scale and types of visitor economy uses need to be in scale with their surroundings.
- 3.7.6** The Lincoln Area section of this draft Local Plan also sets out the context and policy linked to the Lincoln visitor economy.

Policy LP7: A Sustainable Visitor Economy

Development and activities that will deliver high quality sustainable visitor facilities such as culture and leisure facilities, sporting attractions and accommodation, including proposals for temporary permission in support of the promotion of events and festivals, will be supported. Such development and activities should be designed so that they:

- a. contribute to the local economy; and
- b. benefit both local communities and visitors; and
- c. respect the intrinsic natural and built environmental qualities of the area; and
- d. are appropriate for the character of the local environment in scale and nature.

¹ <http://www.visitlincoln.com/about>

² <http://www.greaterlincolnshirelep.co.uk/documents-and-resources>

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Development should be located within existing settlements, or as part of planned urban extensions, unless it can be demonstrated that such location is unsuitable for the nature of the proposal and there is an overriding benefit to the local economy and/or community and/or environment for locating away from such built up areas.

3.8 Lincolnshire Showground

3.8.1 The Lincolnshire Showground is an important asset not only to Central Lincolnshire but the County as a whole, attracting large numbers of visitors at certain times of the year. New development to complement the principle use of the site for shows could help to:

- sustain the showground as one of the key agricultural show venues in the UK; and
- augment the range of events and services leading to increased overnight stays in the area that will benefit the local visitor economy
- contribute to the GLLEP vision of doubling the economic value of the Agri-food sector in Greater Lincolnshire by 2030.

3.8.2 The Lincolnshire Showground (together with the Hemswell Cliff Business Park) was identified in 2015 as an ideal location to develop a food and farming Enterprise Zone. It lies adjacent to the A15, which forms the main North / South road corridor between Lincoln, Scunthorpe and the Humber Bridge. A Local Development Order (LDO) is under preparation for the Enterprise Zone, and once in place will facilitate and speed up the development of appropriate businesses in the Zone because it will enable certain developments to proceed without the need for planning permission.

3.8.3 The LDO is being prepared by West Lindsey District Council and is separate to the preparation of this Local Plan. Nevertheless, due to the strategic importance of the Showground, and the wider implications of development on the site, it is considered appropriate for this Local Plan to both identify the site on the Policies Map for development, and set out in Policy, below, the strategic proposals for the site.

Policy LP8: Lincolnshire Showground

Unless otherwise automatically permitted by virtue of a Local Development Order, the following development within the Lincolnshire Showground area, as defined on the Policies Map, will be supported in principle:

- Facilities directly related to the functioning of shows on the showground itself
- Conference facilities (D1 and D2) (up to 2,000 sqm)
- Expansion of Agricultural College functions (C2) (up to 5,000 sqm)
- Employment related development (B1) (up to 3,500 sqm)
- A hotel (C1) (up to 100 beds)
- Other minor ancillary development linked to the above uses

All such proposals should demonstrate their compatibility to the main showground use. Proposals which would negatively impact on the scale of shows which could be accommodated on the showground will be refused.

Particular attention should be given to:

- a. ensuring the proposals have no detrimental impact on the functioning of infrastructure;

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- b. the careful design, layout, scale and height of buildings, taking account of the otherwise rural character in which the showground area is located; and
- c. improving linkages, by sustainable means, to the Lincoln urban area.

A masterplan prepared in advance of any significant proposals would be welcomed and, if approved by West Lindsey District Council, it would become a material consideration in the determination of future planning applications.

A Caring Central Lincolnshire: meeting needs and the provision of infrastructure

4.1 Introduction

- 4.1.1** This section of the Local Plan sets out how development proposals will contribute towards a Central Lincolnshire where all people can access the facilities, services and housing to enable them to have a good quality of life now and in the future. It sets out how all development will be supported by appropriate infrastructure to help create and maintain thriving, caring communities.

4.2 Health and Wellbeing

- 4.2.1** The vital role of planning in creating and supporting strong, vibrant and healthy communities, in terms of physical and mental health, is well recognised and is a key element in delivering sustainable development.
- 4.2.2** Central Lincolnshire's health priorities and issues are set out in the latest Joint Health and Well Being Strategy for Lincolnshire; Joint Strategic Needs Assessment; and NHS Health Profiles for Lincoln, North Kesteven and West Lindsey. The most significant issues include low levels of physical activity, rising levels of obesity (in both adults and children), poor mental health, high rates of road traffic injuries and deaths, excess winter deaths and poor access to primary care services in the rural areas, particularly for older people and those without access to a car.
- 4.2.3** In addressing these priorities and issues, it is essential that community needs are supported through appropriate physical and social infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents.
- 4.2.4** Helping communities' experience a high quality of life is a key theme that cuts across many policies in this Local Plan. For example, policy LP5 promotes employment growth and the creation of job opportunities; policies LP10 and LP11 aim to deliver housing development which meets a range of specific accommodation needs; policy LP13 aims to deliver transport infrastructure such as foot and cycle ways; policy LP15 seeks to protect existing community facilities, and supports the development of new facilities; and policy LP26 requires development proposals to provide open space, sport and recreation facilities.
- 4.2.5** The impacts of proposed developments on health should be assessed and considered by the applicant at the earliest stage of the design process, to avoid negative health impacts and ensure positive health outcomes for the community as a whole.

Policy LP9: Health and Wellbeing

The potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

The Central Lincolnshire authorities will expect new development proposals to promote, support and enhance physical and mental health and wellbeing, and thus contribute to reducing health inequalities. This will be achieved by:

- a. Where appropriate, developers consulting with health care commissioners at an early stage in order to understand the need for new or enhanced health care infrastructure and improved access to primary and mental health care facilities;
- b. Seeking design solutions and/or developer contributions towards new or enhanced health facilities from developers where new housing results in a shortfall or worsening of provision;

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- c. In the case of proposals which include residential development, developers preparing a fit for purpose Health Impact Assessment (HIA), and demonstrating how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development and the anticipated impacts;
- d. Development schemes safeguarding and, where appropriate, enhancing the role of allotments, orchards, gardens and food markets in providing access to healthy, fresh and locally produced food; and
- e. Developers delivering on wider policies of this plan.

Proposals for new health care facilities

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

4.3 Housing Standards Review

- 4.3.1** The Central Lincolnshire authorities are keen to ensure that new homes built in the future are of a high standard in terms of the technical functioning of the home.
- 4.3.2** In the past, Local Plans could attempt to set such standards, but this led to inconsistencies between different districts, and government believed it generally caused confusion and expense for developers.
- 4.3.3** Government therefore undertook a 'Housing Standards Review' in 2013/14, with the aim of creating a new approach to setting technical standards for new housing that rationalises the many differing existing standards into a simpler system that reduces the burdens on developers and, it believes, will ultimately help bring new homes forward.
- 4.3.4** Government issued a written statement on 25th March 2015 which provides an update on the Housing Standards Review. The statement confirmed the government's intention to prevent Local Plans from setting their own standards and instead impose national standards via the Building Regulations system. There are three exceptions to this general rule.
- First, a Local Plan could require internal minimum space standards for all dwellings, though such standards could only be those as prescribed by government.
 - Second, a Local Plan could require water efficiency measures in new houses which would aim to reduce average occupier use of water down from 125 litres (as required by Building Regulations) to 110 litres. This measure can only be applied in areas that are considered to be in water stress.
 - Third, a Local Plan could require higher standards than required by Building Regulations in relation to Access to, from and within buildings.
- 4.3.5** A Local Plan can only require one or more of these optional standards if the standard will address a clearly evidenced need and the viability implications of introducing the standard have been adequately considered.
- 4.3.6** At this stage, whilst the Central Lincolnshire authorities acknowledge there could be evidence of 'need' to introduce one or more of the optional standards, there is strong evidence to indicate that viability of development would be compromised (or other essential infrastructure not deliverable) if such standards were imposed on development.

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- 4.3.7** As such, there is no intention for this Local Plan to introduce either of the first two optional standards (though, of course, proposals which voluntarily include such standards would be supported). However, the intention is to require an element of the third optional requirement, and this is covered by requirements in policy LP10.

4.4 Meeting Accommodation Needs

- 4.4.1** A variety of housing types, sizes and densities are required in Central Lincolnshire so that people can access a home that they can afford and that meets their needs.
- 4.4.2** The accommodation needs of specific groups in the community need to be considered, including the needs of older people and of disabled people, the need for pitches and plots for Gypsies, Travellers and Travelling Showpeople, and student accommodation needs. Student accommodation needs are considered in policies LP32, LP33 and LP37 of the Lincoln chapter.
- 4.4.3** It is recognised in the SHMA that Central Lincolnshire has an ageing population which will lead to specific accommodation needs. Government also recently issued a press release entitled 'Better homes and bungalows for Britain's older people'⁽³⁾. In this article, Housing Minister Brandon Lewis stated that he wants *"to see councils doing more, and thinking about building more bungalows and other types of homes to meet the needs of their older residents"*.
- 4.4.4** Furthermore, Part M of the Building Regulations has been revised recently, with the changes having effect from 1 October 2015. There are now three categories in relation to access: Category 1 (known as M4(1), visitable dwellings); Category 2 (M4(2), accessible and adaptable dwellings); and Category 3 (M4(3), wheelchair user dwellings). The mandatory minimum for all new dwellings is M4(1), whilst categories 2 and 3 are, following the Housing Standards Review, optional requirements, which can be required but only if a Local Plan policy explicitly requires them.
- 4.4.5** In response to the government guidance and our local evidence, Policy LP10 requires developments of 6 or more dwellings to deliver a proportion of the dwelling units with higher quality access provision than the basic M4(1) provision.
- 4.4.6** There is also a need to consider the development of specialist facilities for older persons such as extra care development. In the case of more specialist housing, the National Housing Federation has produced guidance⁽⁴⁾ on planning for specialised housing for older people: the guidance refers to a range of housing options for older people which can support their needs in later life. Where this is provided as private provision an affordable housing contribution through on site units will be expected. Providing a wider range of accommodation options to meet older persons' needs has the potential to free up housing which can meet other housing needs, such as family homes.
- 4.4.7** Furthermore, it is desirable to cater for people who wish to build their own home through the provision of custom build plots.
- 4.4.8** In developing housing proposals, developers should have regard to evidence of need contained within the latest SHMA, the Central Lincolnshire Housing Growth Plan and other appropriate evidence, such as the Joint Strategic Needs Assessment and the Lincolnshire Extra Care Strategy.

3 <https://www.gov.uk/government/news/better-homes-and-bungalows-for-britains-older-people>

4 Housing in later life planning ahead for specialist housing for older people (December 2012, National Housing Federation et al): <http://housinginlaterlife.co.uk/wp-content/uploads/2013/05/Housing-in-Later-Life-Toolkit.pdf>

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Policy LP10: Meeting Accommodation Needs

Developers are expected to provide housing solutions that contribute to meeting the housing needs of the housing market area, as identified in the latest Strategic Housing Market Assessment (SHMA). More specifically:

1. Dwellings with higher access standards

To cater for the needs of less mobile occupants, including older people and disabled people, and to deliver dwellings which are capable of meeting peoples' changing circumstances over their lifetime, proposals must deliver housing which meets the higher access standards of Part M Building Regulations (Access to and use of buildings) as per the requirement below:

- Proposals for 6 or more dwellings: 30% of dwellings (rounded down to the nearest whole dwelling) must be built to M4(2) of the Building Regulations, unless the characteristics of the site provide exceptional reasons for delivery of such dwellings to be inappropriate or impractical.

2. Gypsies and Travellers and Travelling Showpeople

An assessment of Gypsy and Traveller accommodation needs⁽⁵⁾ has identified an annual need of 3.6 new permanent Gypsy and Traveller pitches from 2013 to 2033 (72 total over this period) to meet needs arising from overcrowding and from newly forming families on authorised sites.

The assessment also identified the need for four Emergency Stopping Places and one additional Travelling Showpeople plot between 2013-33.

The Central Lincolnshire authorities are committed to meeting these needs, with specific allocations and policy considerations set out in Policy LP56:

3. Custom Build ('self-build')

Proposals for residential development, whether on allocated or unallocated land, will be considered more favourably if they provide appropriate opportunities for custom build.

4.5 Meeting Housing Need

- 4.5.1** Paragraph 50 of the NPPF highlights the need for Local Plans *"to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities"*.
- 4.5.2** The level of need for affordable housing is evidenced in the Strategic Housing Market Assessment (SHMA). The findings suggest that across Central Lincolnshire, there is a need for 17,400 affordable homes between 2012-2036. To help meet this need it is therefore important that a reasonable, but viable, proportion of all new developments are affordable.
- 4.5.3** For developer contributions, national guidance is clear that the viability considerations of the policy requirement for affordable housing should be considered as a whole with other policy requirements such as infrastructure contributions and any other policy requirements. This means that it is important that we get the right balance between meeting affordable housing and infrastructure needs (in the form of S106 and CIL) whilst ensuring that Central Lincolnshire continues to be an attractive and viable place to build and invest.

5 Central Lincolnshire Gypsy and Traveller Accommodation Assessment 2013

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- 4.5.4** To help inform this balance, an evidence report published on our website covering affordable housing, CIL and whole plan viability was prepared over 2014/15 to support this Local Plan consultation in October 2015.
- 4.5.5** Affordable housing will be delivered by: contributions from developers; securing funding from the Homes and Communities Agency and other external agencies; utilising the Central Lincolnshire authorities' resources, including developing Council housing, working with partner Registered Providers and maximising the take up of Government initiatives for intermediate or assisted home ownership.
- 4.5.6** Subject to evidence on the local housing market, need, viability and delivery, national guidance currently allows flexibility to set a threshold for affordable housing that meets local requirements.
- 4.5.7** Based on evidence, Policy LP11 below sets out the approach to securing affordable housing in Central Lincolnshire. There may be exceptional circumstances, including development viability, where the affordable housing requirements as specified in Policy LP11 are not achievable. In such circumstances the Council may consider a reduction in the affordable housing target where robust justification is provided.

Policy LP11: Meeting Housing Needs

Affordable Housing

The strategic aim will be to deliver the 17,400 affordable dwellings that are needed to meet the needs of residents unable to compete on the open market, though it is recognised that for viability reasons not all this need will be met through the planning system alone (and as such, it will be for other mechanisms to ensure both the highest priority need is met first and that other opportunities to deliver affordable homes are secured if possible). To help maximise what the planning system can contribute to meeting affordable housing need, then:

- a. Affordable housing will be sought on all qualifying housing development sites of 3 dwellings or more.

If a development scheme comes forward which is below this threshold and thus does not require the provision of affordable housing, but the scheme is followed by an obviously linked subsequent development scheme at any point where the original permission remains extant, or up to 5 years following completion of the first scheme, then, if the combined total of dwellings (or floorspace) provided by the first scheme and the subsequent scheme/s provide 3 or more dwellings, then Policy LP11 as a whole will be applied, with the precise level of affordable housing to be provided being 'back dated' to include the earlier scheme(s).

- b. Where a site qualifies for affordable housing, the percentage sought will be:
 - i. Lincoln Strategy Area (excluding SUEs) 25%
 - ii. Lincoln Strategy Area SUEs 20%
 - iii. Other SUEs 15%
 - iv. Elsewhere 20%

**SUE = Sustainable Urban Extension*

- c. Of the affordable dwellings provided, the exact tenure mix should be informed by and be compatible with the latest government guidance and an up-to-date local Strategic Housing Market Assessment (SHMA), and be informed by discussion with the local authority. This will form the basis of a S106 Agreement to accompany the planning application.

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The Central Lincolnshire authorities will seek the level of affordable housing on the basis of the above targets, but will negotiate with developers if an accurate viability assessment demonstrates these cannot be met in full.

Affordable housing shall be provided on-site, unless it can be demonstrated that exceptional circumstances exist which necessitate provision on another site, or the payment of a financial contribution to the relevant local planning authority (equivalent in value to it being provided on-site), to enable the housing need to be met elsewhere.

Affordable housing should integrate seamlessly into the site layout amongst the private housing.

Rural affordable housing

In rural areas, where through a local needs assessment there is both a need and a desire for affordable housing, permission for rural affordable housing may be permitted as an exception to policies in this Local Plan. To facilitate delivery of such schemes, the local planning authority will consider whether allowing a limited amount of market housing would be appropriate, taking account the location of the site, the degree of need for affordable homes, the local support for the scheme and the quantity of affordable homes delivered.

Affordable housing requirements for MOD housing

Affordable housing will not be sought on MOD housing development schemes whereby the proposal is to meet the needs of service personnel and their families and the homes will not be available to purchase or rent on the open market (for example housing development within military bases). If however the homes are subsequently sold (freehold or leasehold) or rented on the open market 20% of all homes must be transferred to a Registered Provider (RP): a Section 106 agreement to this effect will be put in place.

4.6 Providing Infrastructure

4.6.1 Growth in Central Lincolnshire will be supported by the necessary infrastructure, be that the roads we use to travel, schools where our children are taught or the health facilities to support good health. All forms of infrastructure have an important impact on people's daily lives, their social well-being and the creation of jobs.

4.6.2 To set out what, where and how infrastructure will be needed and delivered an Infrastructure Delivery Plan (IDP) has been prepared alongside this Local Plan. It sets out the main items of infrastructure, when they are likely to be provided and who will pay for them. The broad categories of infrastructure covered will include:

- Water and Drainage – water supply, waste water, flood risk management and resilience and water quality
- Energy – electricity, gas and district heating systems
- Communications Infrastructure – improved broadband coverage and provision
- Leisure and green infrastructure – sport, open space and community facilities
- Education – nursery and pre-school, primary, secondary, further education and higher education.
- Health – hospitals, health centres, GP surgeries, public health and preventative health care.
- Transport – highways, cycle and pedestrian facilities, rail, bus, park and ride, travel management, waterways and car parking.

4.6.3 Communications infrastructure such as broadband has evolved and expanded rapidly in

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recent years and now forms an important part of successful business and individual lifestyles for both urban and rural communities. It is acknowledged however that there are pockets of poor provision which, if not addressed, could have an adverse impact on economic growth and development within the area. The Central Lincolnshire authorities are therefore keen to facilitate this improvement in service and expansion.

- 4.6.4** Where known, infrastructure required as part of the development of specific sites is set out in the relevant site allocation policies and supporting evidence.
- 4.6.5** Infrastructure and community facilities are mainly provided by partner agencies and service providers such as water and energy provision by the utility companies; education, highways and social services by Lincolnshire County Council; and healthcare services and facilities by the local Clinical Commissioning Groups (CCGs) and National Health Service (NHS) England. With a wide range of infrastructure providers, it is unlikely that all their investment cycles will be perfectly synchronised at any one time. A further role of the IDP and other supporting documents is therefore to help co-ordinate with these providers to ensure that the requirements of growth are fully understood, recognised and timely investment made. The authorities will work with partners, such as the GLLEP and Homes and Communities Agency (HCA), to secure both direct funding and recoverable finance for infrastructure projects and with infrastructure providers such as water companies and with energy, communications and health care providers to ensure that their strategies and investment plans are developed alongside the Local Plan.
- 4.6.6** As new developments give rise to the need for many new or improved services, facilities and other infrastructure, it is reasonable to require the developers to contribute towards meeting this provision.
- 4.6.7** When infrastructure cannot be provided within, or is not appropriate to be located on the development site itself, developers will be expected to make a contribution to the cost to provide what is necessary to support new development. Contributions will be in the form of planning obligations, also known as developer contributions, secured under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 4.6.8** Community Infrastructure Levy (CIL) and/or Section 106 payments will be a source of funding payable by developers as a contribution to off-site infrastructure provision. Working closely with partners, such as developers, utility companies and health care providers, the Central Lincolnshire authorities will seek to identify and maximise a range of funding sources to deliver infrastructure as identified in the IDP or identified in more current evidence at the time of application. Contributions payable by CIL and/or S106 payment will be in addition to any normally required by a developer to any utility company, internal drainage board or other statutory authority or organisation.
- 4.6.9** Whilst every effort has and will continue to be made to ensure the timely provision of infrastructure, the following policy will also be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity.

Policy LP12: Infrastructure to Support Growth

All new development should be supported by, and have good access to, all necessary infrastructure.

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Infrastructure

Planning Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.

Developer Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Further guidance on how this policy will be implemented will be set out in separate documents. Such documents, including a Developer Contributions Supplementary Planning Document (SPD), an Infrastructure Delivery Plan (IDP), Community Infrastructure Levy (CIL) charging schedule and CIL related policies, will cover items such as:

- The infrastructure themes where contributions will be sought;
- How, when and who will collect contributions; and
- How contributions are intended to be spent.

4.7 Accessibility and Transport

- 4.7.1** The NPPF sets out the importance of sustainability in relation to transport and giving people a real choice about how they travel.
- 4.7.2** As a predominantly rural area, it is not surprising that there is a heavy reliance on car use across large parts of Central Lincolnshire. This can have a significant impact on the elderly, children and young people who can become isolated and find it difficult to access health, social and educational facilities. In the larger urban areas, there are different transport issues with Lincoln, and to a lesser extent Gainsborough and Sleaford, experiencing congestion at peak times.
- 4.7.3** Across Lincolnshire as a whole there are no motorways and approximately 40 miles of dual carriageway. The key roads in Central Lincolnshire, including the A15, A158, A17 and A46, are essential for connecting communities and important routes for businesses, including local agricultural and food industries that use the network to move goods and freight to, from and across Central Lincolnshire.
- 4.7.4** Within the Lincoln area, the bus network is relatively good with most services operating commercially, whilst fully accessible “Into Town” services operate in Gainsborough and Sleaford. Across the rural areas, “InterConnect” services run on the key inter-urban corridors (e.g Lincoln – Gainsborough – Scunthorpe), with demand responsive “CallConnect” services providing pre-bookable, flexible feeder services to local centres and to onward connections to the larger urban centres. Access Lincoln builds on the success of Access LN6 to continue to promote and support sustainable transport options across the wider Lincoln area,

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encouraging people to walk, cycle, use public transport and car share as well as supporting key infrastructure projects. Although progress has been made in expanding the bus network in recent years, outside of Lincoln services typically remain very limited in the evenings and at weekends.

- 4.7.5** The Great Northern Great Eastern Rail (GNGE) line runs through Central Lincolnshire, with stations at: Gainsborough Lea Road, Saxilby, Lincoln, Metheringham, Ruskington and Sleaford. Lincoln and Sleaford are the principal rail hubs, providing connections to the East Coast Main Line and destinations beyond. The GNGE line has recently been upgraded to provide increased freight capacity in order to take freight traffic away from the East Coast Main Line. These improvements should also offer the opportunity for improved passenger services on this key rail corridor as part of the new East Midlands franchise due to commence in March 2018. Currently, there is a daily direct service from Lincoln to London via the East Coast Main Line with proposals for this to increase to 7 services a day in 2019 under the new East Coast franchise. East Midlands Trains (EMT) run from Leicester, Nottingham and other parts of the East Midlands via Lincoln to Grimsby with stations at: Swinderby, Hykeham, Lincoln and Market Rasen. EMT also provide wider connections to Grantham, Boston and Skegness in Lincolnshire. In addition, Northern Rail operate an hourly service between Lincoln and Sheffield which will be strengthened when the new Northern franchise commences in February 2016. They also offer a limited Saturdays only service from Sheffield to Cleethorpes stopping at Gainsborough Central. Recent investment in the parking and station facilities at North Hykeham station seek to encourage greater use of the rail service both into Lincoln and to Newark and Nottingham. A new station car park is also planned at Swinderby subject to planning permission. On the more negative side, the large number of level crossings in Central Lincolnshire has an impact on rail capacity as well as having an impact on other parts of the transport network with increased use increasing waiting times for road users and pedestrians.
- 4.7.6** Central Lincolnshire's navigable rivers and canals were originally built to transport goods around the country and although many are now largely used for recreation and leisure there continues to be a role for freight movement by water. The River Trent runs from Newark along the edge of Central Lincolnshire, through Gainsborough and on to the Humber and is identified as a major freight waterway which can take large barges of several hundred tons. In recent years the focus has been on the movement of aggregates, container, waste and recycling sectors but interest has been growing as fuel costs have risen and awareness of the environmental benefits of moving freight by water, such as relieving road congestion and reducing exhaust emissions, has increased. The Fosdyke and Witham navigations are broad waterways which run through Lincoln and connect with the Trent and the sea via Boston. Potential also exists to expand the existing use of waterways as useful routes for cycle and footpaths enhancing connectivity and providing a recreational resource.
- 4.7.7** The Local Transport Plan (LTP), sets out the overall strategy and delivery arrangements for transport across the whole of Lincolnshire, including supporting growth, tackling congestion, improving accessibility, creating safer roads and supporting the larger settlements. The objectives contained within the strategy support the development of a sustainable, efficient and safe transport system, increasing the use of sustainable travel modes, protecting the environment, and improving access to key services.
- 4.7.8** The 4th Lincolnshire Local Transport Plan (LTP4) covering the period 2013/14- 2022/23 sets out the following objectives for Lincolnshire:
- assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
 - improve access to employment and key services by widening travel choices, especially for those without access to a car;

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- make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
- maintain the transport system to standards which allow safe and efficient movement of people and goods;
- protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
- improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems and
- minimise carbon emissions from transport across the county.

4.7.9 Transport Strategies for Lincoln, Gainsborough and Sleaford set out a range of local proposals to help tackle congestion and improve transport options in the main urban areas.

4.7.10 Parking provision can affect the design of development, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway. The amount of parking provided can influence people's transport choices and is sometimes seen as being linked to economic prosperity. An over-provision of car parking can lead to unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility, whilst an under-provision of car parking can lead to unsuitable or unsafe on-street parking and is argued, may affect the vitality and viability of some centres. A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.

4.7.11 It is not proposed to set specific parking standards within this Local Plan but rather to allow for each proposal to be considered on a case by case basis. All development should carefully assess its parking needs taking into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; the existing available car parking provision close to the development site and an overall need to reduce the use of high-emission vehicles, as stated in the NPPF. Development should consider user's needs, impact on neighbouring users and the safe and efficient use of the highway network and consider imaginative solutions for car share facilities, powered two wheeler and cycle parking and enabling domestic electric vehicle charging points. The Manual for Streets (2007)⁽⁶⁾ and Manual for Streets 2 (2010)⁽⁷⁾ provide guidance on the principles that should normally be followed. All development should justify the level of parking provided and the design of such parking.

4.7.12 To demonstrate how accessibility, mobility and transport related matters have been considered and taken in to account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:

- a design and access statement (all proposals); and/ or
- a transport statement (typically required for developments of 50 - 80 dwellings); and/ or
- a transport assessment and travel plan (typically required for developments over 80 dwellings).

4.7.13 Advice on the level of detail required should be confirmed through early discussion with the local planning or highway authority.

6 www.gov.uk/government/publications/manual-for-streets

7 www.gov.uk/government/publications/manual-for-streets-2

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Policy LP13: Transport

Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

Delivering Transport Related Infrastructure

All development proposals should contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL financial payment).

For Strategic Transport Infrastructure:

- a. Improve and manage the strategic highway infrastructure to allow for a range of users and increased capacity where appropriate and viable;
- b. Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;
- c. Improve and manage the strategic cycling network to allow for a range of users;
- d. Support the enhancement of existing or proposed transport interchanges;
- e. Explore opportunities to utilise waterways for transport, particularly freight.

For Public and Community Transport Infrastructure and Services:

- f. Assist in the implementation of infrastructure which will help all communities in Central Lincolnshire, including people living in the villages and small settlements, to have opportunities to travel without a car for essential journeys;
- g. Improve the integration, efficiency, accessibility, safety, convenience and comfort of public transport stations, including both rail and buses;
- h. Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities;
- i. Assist in bringing forward one or more park and ride facility in the Lincoln area with a car to bus service or car to rail.

For Walking and Cycling Infrastructure:

- j. Deliver schemes that complement the aims of the Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire, where possible enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside;
- k. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;
- l. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle.

For Parking Provision:

- m. Ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement

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/ Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

General Requirements

All new developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- n. Located where travel can be minimised and the use of sustainable transport modes maximised;
- o. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- p. Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors including habitat connectivity (linking to existing routes where opportunities exist) that give easy access and permeability to adjacent areas;
- q. Ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure.

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local highway authority.

Any development that has adverse transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

4.8 Managing Water Resources and Flooding

4.8.1 Central Lincolnshire's rivers and water resources are a valuable asset, supporting wildlife, recreation and tourism, as well as providing water for businesses, households and agriculture. Inland waterways are a multifunctional asset that can contribute towards many Local Plan objectives, including important opportunities for regeneration, tourism, and sustainable transport. Water resources require careful management to conserve their quality and value and to address drainage and flooding issues.

4.8.2 Flood Risk: In accordance with the NPPF and supporting technical guidance, policy LP14 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible.

4.8.3 A sequential risk based approach to the location of development, known as a 'sequential test,' will be applied to steer new development to areas with the lowest probability of flooding. If, following the application of the sequential test, it is not possible, consistent with wider sustainability objectives, for development to be located in areas with a lower probability of flooding, the Exception Test may be applied. The Exception Test, in line with NPPF, requires development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it would be safe for its lifetime and would not increase risk elsewhere.

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- 4.8.4** Central Lincolnshire contains significant areas of low lying land for which a number of organisations are responsible for managing flood risk and drainage, including the Environment Agency (EA), Lincolnshire County Council as Lead Local Flood Authority, Anglian Water and Severn Trent Water Companies, the Canal and River Trust, a number of Internal Drainage Boards (IDBs) and the three Local Authorities. Flood defences protect many of the existing built-up areas from river flooding to a currently acceptable standard, but it is anticipated that the risk of flooding will increase in the future as a result of climate change. These include predicted sea level rise, more intense rainfall and increased river flows.
- 4.8.5** Many of Central Lincolnshire's settlements were originally established adjacent to rivers or other water bodies. Over time these same settlements have grown into the main centres of population in Central Lincolnshire and now represent, in terms of wider sustainability criteria, the most sustainable locations for future development. A careful balance therefore needs to be struck between further growth in these areas to ensure their communities continue to thrive and the risk of flooding.
- 4.8.6** To support the planning process and provide a better understanding of flood risk in the area Strategic Flood Risk Assessments (SFRAs) have been prepared for Central Lincolnshire. SFRAs have been produced for West Lindsey, North Kesteven and the wider Lincoln area, supplemented by additional flood risk information data from the EA, Lead Local Flood Authority and IDBs. Other documents that inform the Local Plan include:
- Catchment Flood Management Plans for the River Witham, River Trent and Grimsby and Ancholme;
 - Anglian and Humber River Basin Management Plans;
 - The Joint Lincolnshire Flood Risk and Drainage Management Strategy; and
 - Water Cycle Studies for Central Lincolnshire and the Gainsborough area.
- 4.8.7** With the increased likelihood of more intense rainfall combined with further development in Central Lincolnshire, there will be an increase in the incidence of surface water runoff, placing greater pressure on existing drainage infrastructure. The discharge of surface water to combined sewer systems should be on an exceptional basis only. This will ensure that capacity constraints of existing systems are not put under severe pressure by placing unnecessary demands on existing sewage works and sewage systems which in turn could compromise the requirements of the Water Framework Directive. The discharge of surface water to combined sewer systems can also contribute to surface water flooding elsewhere.
- 4.8.8** Sustainable Drainage Systems (SuDS) are used to replicate, as closely as possible, the natural drainage from a site before development without transferring pollution to groundwater. Developers should ensure that good SuDS principles consistent with national standards are considered and incorporated into schemes as early on in the development process as possible.
- 4.8.9** **Protecting the water environment:** The Central Lincolnshire authorities work closely with water companies, the Environment Agency and other relevant bodies to ensure that infrastructure improvements to manage increased waste water and sewage effluent produced by new development are delivered in a timely manner, and to ensure that, as required by the Water Framework Directive, there is no deterioration to water quality and the environment.
- 4.8.10** Parts of Central Lincolnshire are currently constrained by the capacity of water recycling infrastructure, and will require coordinated timing between development and new or improved infrastructure provision. The predominantly rural nature of the area means that there are developments without mains drainage connection that will require careful design and management.
- 4.8.11** Central Lincolnshire lies within the East Midlands area of serious water stress where drought is a cause for concern. This is a major challenge in the context of Central Lincolnshire's

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planned growth, and will require careful conservation and management of water resources to ensure that demand for water can be achieved in a sustainable manner.

- 4.8.12** The River Trent as it skirts the edge of Central Lincolnshire and runs adjacent to the main town of Gainsborough, from Cromwell Weir to the River Humber, is tidal and flows into the internationally important Humber Estuary. The River Witham passing through Central Lincolnshire and the City of Lincoln flows into the Wash, also of international importance. As such, any proposals that affect or might affect the marine area should make reference to and be guided by the Marine Policy Statement or any subsequent replacement. The Marine Policy Statement provides a shared UK vision for clean, healthy, safe, productive and biologically diverse oceans and seas by ensuring a consistent approach to marine planning across UK waters.
- 4.8.13** All relevant development proposals, where appropriate, should be discussed with the Local Planning Authority in liaison with the EA, Water Services Provider, IDBs and the Lead Local Flood Authority at the earliest opportunity, preferably at pre-application stage. This should ensure flood risk and drainage solutions, particularly where required on site, can be factored into the development process as early as possible.

Policy LP14: Managing Water Resources and Flood Risk

All development proposals will be considered against paragraph 100 of the NPPF, including application of the sequential and, if necessary, the exception test.

Flood Risk

Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk and by site specific flood risk assessments where appropriate;
- b. that there is no unacceptable increased risk of flooding to the development site or to existing properties;
- c. that the development will be safe during its lifetime, does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant body;
- d. that the adoption, ongoing maintenance and management of any mitigation measures have been considered and any necessary agreements are in place;
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and
- f. that they have incorporated Sustainable Drainage Systems (SuDS) in to the proposals unless they can be shown to be impractical.

Protecting the Water Environment

Development proposals should demonstrate:

- g. that water is available to support the development proposed;
- h. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water quality;
- i. that development with the potential to pose a risk to groundwater resources is not located in sensitive locations to meet the requirements of the Water Framework Directive;
- j. how efforts have been made to maximise the efficient use of water, including water storage and harvesting wherever practical;

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- k. how Sustainable Drainage Systems (SuDS) to deliver improvements to water quality, the water environment and where possible to improve amenity and biodiversity have been incorporated into the proposal unless they can be shown to be impractical;
- l. that relevant site investigations, risk assessments and necessary mitigation measures for source protection zones around boreholes, wells, springs and water courses have been agreed with the relevant bodies (e.g. the Environment Agency and relevant water companies);
- m. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- n. that no surface water connections are made to combined or foul systems unless in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);
- o. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated where possible;
- p. that suitable access is safeguarded for the maintenance of water resources, flood defences and drainage infrastructure; and
- q. that adequate provision is made to safeguard the future maintenance of water bodies to which surface water is discharged, preferably by an appropriate authority (e.g. Environment Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local council).

4.9 Community Facilities

4.9.1 Certain types of services and facilities help create supportive communities by meeting the day-to-day needs of residents and businesses. Known as 'Community Facilities' they are essential to the delivery of integrated, inclusive and sustainable development because they:

- Encourage community cohesion and social interaction;
- Improve the 'liveability' of places;
- Encourage healthy lifestyles;
- Make a positive contribution to social wellbeing;
- Can provide employment opportunities.

4.9.2 There are many existing facilities embedded within our settlements that provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. Some of these serve a local community, for example a children's play area within a housing estate, while some serve a wider catchment area or serve a group or cluster of interdependent settlements, for example a doctors surgery or a leisure centre with a swimming pool. It is important to seek to preserve these existing community facilities. However, it is recognised that there may be instances where facilities become demonstrably no longer fit for purpose and it can be demonstrated that there is no longer an existing or future community need for the facility, either in situ or elsewhere.

Policy LP15: Community Facilities

All development proposals should recognise that community facilities such as open spaces, play areas, recreational and leisure facilities, libraries and community halls, or registered assets of community value, are an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Existing facilities

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The redevelopment or expansion of an existing facility to extend or diversify the level of service provided will be supported.

In most instances, the loss of an existing community facility will not be supported.

The loss, via redevelopment, of an existing community facility to provide an alternative land use which is not that of a community facility will only be permitted if it is demonstrated that:

- a. The facility is demonstrably no longer fit for purpose and the site is not viable to be redeveloped for a new community facility; or
- b. The service provided by the facility is met by alternative provision that exists within reasonable proximity: what is deemed as reasonable proximity will depend on the nature of the facility and its associated catchment area; or
- c. The proposal includes the provision of a new community facility of similar nature and of a similar or greater size in a suitable on or offsite location.

New stand-alone facilities

Proposals for new community facilities will be supported in principle, and should:

- d. Prioritise and promote access by walking, cycling and public transport. Community facilities may have a local or wider catchment area: access should be considered proportionately relative to their purpose, scale and catchment area;
- e. Be accessible for all members of society;
- f. Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary;
- g. Where applicable, be managed without added detriment to local residents: this especially applies to facilities which are open in the evening, such as leisure and recreation facilities.

New facilities as part of wider development proposals

Where new community facilities are deemed necessary as part of a wider development proposal (such as a residential development scheme which generates demand for new facilities), and provided such facilities are not to be delivered via a Community Infrastructure Levy payment (as determined by the infrastructure items listed on a Reg.123 List), then developers will be expected to provide such relevant facilities either directly on-site and/or off site, through a financial contribution, either alone or cumulatively with other developments.

Opportunities to incorporate community facilities within or adjacent to the development site should be sought in the first instance. Offsite provision may be acceptable as an alternative if:

- There is insufficient space available onsite/ adjacent to the site; or
- Incorporation of the facility onsite/ adjacent would not be financially viable; or
- It would be more appropriate to contribute (in whole or part) to the establishment or expansion of a facility elsewhere in order to meet wider demand or combine facilities.

Whether on or off-site, community facilities required as part of wider development proposals should, in addition to criteria (d) – (g) above:

- h. Be implemented, as appropriate, at an early stage of the phasing of development;
- i. Have a robust business plan and governance arrangements in place, including any funding arrangement, to ensure the facility is financially sustainable in the longer term.

Provision and maintenance of new community facilities is likely to be secured through a combination of Community Infrastructure Levy (if introduced), planning obligations and/or planning conditions, as appropriate.

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4.10 Development on Land affected by Contamination

- 4.10.1** Contamination in or on land can present risks to human health and the wider environment. Contamination can originate from polluting industrial processes, landfill, agricultural activities or naturally occurring sources (e.g radon gas from underlying rock).
- 4.10.2** Where pollution issues or risks from landfill gas are likely to arise or where land contamination may be reasonably suspected, developers should hold pre-application discussions with the appropriate Central Lincolnshire Authority, the relevant pollution control authority and stakeholders with a legitimate interest.
- 4.10.3** All investigations should be carried out in accordance with CLR11 'Model Procedures for the Management of Land Contamination'⁽⁸⁾, or any updated advice.

Policy LP16: Development on Land affected by Contamination

Proposals for all new development must take into account the potential environmental impacts on people, biodiversity, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.

Where development is proposed on a site which is known to be or has the potential to be affected by contamination, a preliminary risk assessment should be undertaken by the developer and submitted to the relevant Central Lincolnshire Authority as the first stage in assessing the risk of contamination.

Proposals for all new development will only be permitted if it can be demonstrated that the site is suitable for its proposed use, with layout and drainage taking account of ground conditions, contamination and gas risks arising from previous uses and any proposals for land remediation, with no significant impacts on future users, neighbouring users, groundwater or surface waters.

8 <https://www.gov.uk/government/publications/managing-land-contamination>

A Quality Central Lincolnshire

5.1 Introduction

- 5.1.1** Central Lincolnshire has a rich and distinctive environment that is valued and enjoyed by those who live, work, visit and invest here. Its largely rural countryside and historic towns and villages are attractive aspects of Central Lincolnshire as a whole, while the landscape of the Lincolnshire Wolds and Lincoln's historic core are assets of national or wider importance. It is crucial that the significant growth planned over the next 20 years is delivered carefully to ensure that environmental quality, character and diversity are protected and, where possible, enhanced. Natural resources including biodiversity, water, soils, air, tranquillity and unpolluted skies also need to be protected and managed as part of sustainable development.
- 5.1.2** The Local Plan seeks a positive and proactive approach to the environment in Central Lincolnshire, with the emphasis on achieving quality places that are attractive and sustainable, and which contribute to quality of life, community wellbeing and local character.

5.2 Our Landscape

- 5.2.1** Central Lincolnshire is a predominantly rural landscape interspersed by the City of Lincoln and smaller settlements and characterised by its contrasting chalk and limestone uplands, low lying vales and fenland landscapes. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) is a particularly valued landscape in the area, and the Lincoln Hillside is recognised as one of the most historic townscapes in the East Midlands. In addition, landscape character assessments developed for previous Local Plans have identified some additional Areas of Landscape Value.
- 5.2.2** Key views within the landscape, and in and out of settlements, are not only valued by the local community but also define the local identity of a place and assist in way finding.
- 5.2.3** The Central Lincolnshire authorities are committed to ensuring that the intrinsic value of our landscape is protected and, wherever possible, enhanced whilst enabling strategic, sustainable growth which is necessary for Central Lincolnshire's communities and economies to thrive.

Policy LP17: Landscape, Townscape and Views

Character and setting

To protect and enhance the intrinsic value of our landscape and townscape, including the setting of settlements, proposals should have particular regard to maintaining and responding positively to any natural and man-made features within the landscape and townscape which positively contribute to the character of the area, such as (but not limited to) historic buildings and monuments, other landmark buildings, topography, trees and woodland, hedgerows, walls, water features, field patterns and intervisibility between rural historic settlements. Where, exceptionally, the public benefits of a development outweigh any harm, the harm should be minimised and mitigated.

Creating and protecting views

All development proposals should take account of views in, out and within development areas: schemes should be designed (through considerate development and layout and design) to preserve or enhance identified key local views and vistas, and create new public views where possible. Particular consideration should be given to views of significant buildings and views within landscapes which are more sensitive to change due to their open, exposed nature and extensive intervisibility from various viewpoints.

The Lincolnshire Wolds, Lincoln's historic skyline and Areas of Landscape Value

The considerations set out in this policy are particularly important when determining proposals which have the potential to impact upon the Lincolnshire Wolds AONB and the Areas of Landscape Value (as identified on the policies map) and upon Lincoln's historic skyline.

Cumulative impacts

In considering the impacts of proposals, the cumulative impacts as well as the individual impacts will be considered.

5.3 Climate Change and Low Carbon Living

- 5.3.1** It is widely recognised that mankind's use of fossil fuels is contributing to climate change. Reducing greenhouse gas emissions is a key part of limiting climate change, and will require concerted action at all levels, from international to local.
- 5.3.2** In 2008, the UK became the first country to introduce a long-term legally binding framework to reduce its impact on climate change. The Climate Change Act 2008 sets targets that require greenhouse gas emissions to be reduced by at least 80% by 2050 compared to 1990 levels, with a reduction of at least 34% by 2020 as an interim step.
- 5.3.3** In March 2015 the Department of Energy and Climate Change released the latest update on the progress made towards these targets. The Annual Statement of Emissions for 2013 (DECC, March 2015) revealed that the 2013 net UK carbon account was 35.6% below base year emissions.⁽⁹⁾
- 5.3.4** 'Low carbon living' means that we need to greatly reduce the amount of carbon emitted by our lifestyles, both directly (for example, by not travelling by car where possible) and indirectly (for example, by purchasing food which has been sourced locally). It will require wide ranging changes across society and the economy, with the planning system having a key role in its delivery.
- 5.3.5** To contribute to this international agenda, the Central Lincolnshire authorities are seeking to cut carbon emissions locally by (in priority order):
- Reducing demand for energy;
 - Improving resource efficiency (sustainable design and construction);
 - Increasing the amount of energy, heat and power generation from decentralised, renewable and low carbon sources (rather than from non-renewable sources);
 - Carbon off-setting.

Policy LP18: Climate Change and Low Carbon Living

Development proposals will be considered more favourably if the scheme would make a positive and significant contribution towards one or more of the following (which are listed in order of preference):

Reducing demand: by taking account of landform, layout, building orientation, design, massing and landscaping, development should enable occupants to minimise their energy and water consumption, minimise their need to travel and, where travel is necessary, to maximise opportunities for sustainable modes of travel;

9 <https://www.gov.uk/government/statistics/annual-statement-of-emissions-for-2013>

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Resource efficiency: development should (a) take opportunities to use sustainable materials in the construction process, avoiding products with a high embodied energy content; and (b) minimise construction waste;

Energy production: development could provide site based decentralised or renewable energy infrastructure. The infrastructure should be assimilated into the proposal through careful consideration of design. Where the infrastructure may not be inconspicuous, the impact will be considered against the contribution it will make;

Carbon off-setting: development could provide extensive, well designed, multi-functional woodland (and, if possible, include a management plan for the long term management of the wood resource which is produced), fenland or grassland. The Central Lincolnshire Biodiversity Opportunity Mapping (or subsequent relevant document) should be used to guide the most suitable habitat in a particular area.

In principle, proposals will be supported where occupiers of existing developments (whether that be a dwelling(s) or business(es)) are seeking to reduce their resource use. However, the authority's preference, if options exist, is as set out above.

Proposals which address one or more of the above principles (whether in relation to an existing development or as part of a wider new development scheme) which are poorly designed and/or located and which have a detrimental impact on the landscape, the amenity of residents, or the natural and built environment, will be refused.

5.4 Renewable Energy Proposals

5.4.1 Policy LP19 identifies the considerations which will be taken into account when assessing proposals for renewable energy.

5.4.2 In preparing the policy, the Central Lincolnshire authorities have taken account of the Secretary of State for Communities and Local Government (Greg Clark) Written Statement (HCWS42) of 18 June 2015 which related to wind energy development. The National Planning Practice Guidance (NPPG) on wind energy development was amended as a result of the statement. The NPPG now advises that local planning authorities can only approve proposals for wind energy development if:

- the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

5.4.3 Policy LP19 therefore outlines the Central Lincolnshire authorities' position in respect of wind energy development, in response to national guidance.

Policy LP19: Renewable Energy Proposals

Proposals for wind energy development

This Local Plan does not identify areas which are suitable for wind energy development.

As such, proposals for wind energy development will only be permitted if:

- the proposal is in an area that has been identified as suitable for wind energy development in an adopted Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

Proposals for other renewable energy development

Proposals for non-wind renewable technology will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme, taking account of the following:

- The surrounding landscape and townscape;
- Heritage and biodiversity considerations;
- Residential and visual amenity;
- Safety, including ensuring no adverse highway impact;
- MoD operations, including having no unacceptable impact on the operation of aircraft movement or operational radar; and
- Agricultural Land Classification.

Proposals will be supported where the benefit of the development outweighs the harm caused by the development and reasonable measures for mitigation can be demonstrated.

Renewable energy proposals which will directly benefit a local community, have the support of the local community and / or are targeted at residents experiencing fuel poverty, will be particularly supported, even if there is a limited degree of harm resulting from the development. In such events, the harm should be mitigated.

5.5 Reducing Demand on the National Grid network

- 5.5.1** In the Preliminary Draft Local Plan (2014) an issue was raised regarding whether or not Central Lincolnshire, in whole or part, is reaching its capacity in terms of demand on the electricity network. This matter has been investigated alongside the preparation of this updated draft Local Plan (2015). Dialogue with National Grid and the electricity distribution companies, namely Western Power Distribution and Northern Powergrid, and with local businesses, has resulted in reassurances that capacity across the network is not, in principle, a constraint on development and that through the power companies' eight year RIIO (Revenue = Incentives+ Innovation+ Outputs) Plans and other strategies, investments will be made as and where required.
- 5.5.2** The distribution companies have raised, however, that high levels of decentralised energy production (energy which is produced close to where it will be used, rather than at a large plant elsewhere and sent through the national grid) can impact upon the network because of the increased amount of energy 'flowing upstream'. This matter will be taken into account should large numbers of decentralised schemes be proposed in Central Lincolnshire.
- 5.5.3** The authorities will maintain dialogue with the transmission and distribution companies throughout the eight year RIIO period, and in advance of the next eight year period.

Conclusion

- 5.5.4** Unless issues are raised during the consultation on this Further Draft Local Plan, the intention is for this section of the Local Plan entitled Reducing Demand on the National Grid Network to be removed from the final draft of the Local Plan.

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5.6 Green Infrastructure Network

- 5.6.1** Green Infrastructure is a strategic network of multifunctional green and blue spaces, and the connections between them, in both urban and rural areas, which is capable of delivering a range of environmental, economic, health and quality of life benefits for local communities. The Green Infrastructure network may comprise of spaces in public or private ownership, with or without public access.
- 5.6.2** The types of green infrastructure assets to be found in Central Lincolnshire include, but are not limited to:
- Allotments, community gardens and urban farms;
 - Amenity greenspaces - including play areas, urban commons, communal spaces within housing areas, green roofs and village greens;
 - Cemeteries, churchyards and disused burial grounds;
 - Green and blue corridors – including rivers and canals, main drains, rail corridors, hedgerows, ditches, cycle routes, pedestrian paths and rights of way;
 - Natural and semi-natural greenspaces – woodland and scrub, grassland, wetlands, open water, bare rock habitats, existing sites of national and local biodiversity importance;
 - Parks and gardens – including urban parks and gardens and country parks;
 - Domestic gardens and street trees;
 - Agricultural land;
 - Historic environmental assets – including listed buildings, conservation areas, scheduled monuments and historic parks and gardens;
 - Predominantly undeveloped natural floodplains and fens; and
 - Previously developed land that is wildlife rich, such as restored mineral sites and open mosaic habitats.
- 5.6.3** Green infrastructure offers a range of direct and indirect benefits, including addressing climate change adaptation and mitigation, improving quality of place, improving physical and mental health and social wellbeing, sustaining economic growth and investment, protecting and enhancing biodiversity, providing opportunities for local food production and protecting and enhancing landscape character and the setting of heritage assets.
- 5.6.4** Individual elements of the green infrastructure network can serve a useful purpose without being connected. However, connectivity between different green infrastructure assets can help maximise the benefits that they generate. For example, well-connected green infrastructure assets create a network that allows and encourages movement by people and wildlife, helping to maximise the benefits and support adaptation and resilient to a changing climate, such as potentially dramatic increases in rainfall.
- 5.6.5** In 2011, a partnership of local organisations produced the Central Lincolnshire Green Infrastructure Study, which sets out a green infrastructure strategy and network for Central Lincolnshire. Using Natural England's Accessible Natural Greenspace Standards, the study highlighted areas of existing habitats and areas where there were deficiencies in green infrastructure at the strategic level across Central Lincolnshire and identified opportunities to enhance the network. The Central Lincolnshire Green Infrastructure network can be found in the 2011 Study and defines specific priority areas where targeting investment in green infrastructure is most likely to deliver multiple benefits. Detailed descriptions of each of the priority areas are contained within the Green Infrastructure Study and are summarised below.

Central Lincolnshire Green Infrastructure Network Priority Areas

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Priority Area	Explanation
Strategic Green Corridors	7 priority landscape-scale areas for strategic green infrastructure enhancement, linkage and creation.
Strategic Green Access Links	16 priority routes within and connecting the Strategic Green Corridors intended to provide for multi-user, predominantly off road access routes for pedestrians and cyclists. Also offer opportunities as wildlife corridors.
Urban Green Grids	3 priority areas with key opportunities for greening the built environment for Lincoln, Gainsborough and Sleaford.
Green Infrastructure Zones	30 areas with opportunities for targeted green infrastructure improvements in the wider countryside.

- 5.6.6** The green infrastructure network is likely to come under increasing pressure from new development as part of Central Lincolnshire's planned growth, particularly within and around the main urban settlements. However, development brings opportunities to enhance the network and deliver new green infrastructure. New development should contribute to the extension of the green infrastructure network, helping to address deficiencies in provision and providing good quality connections to the network and throughout the development. Green infrastructure should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 5.6.7** In developing proposals, the green infrastructure network for Central Lincolnshire should be viewed and considered alongside other relevant policies in this Local Plan, in particular policies on green wedges, our landscape, biodiversity and geodiversity, and open space standards, to identify opportunities for protecting, enhancing and connecting green infrastructure assets as part of new development.

Policy LP20: Green Infrastructure Network

The Central Lincolnshire Authorities aim to maintain and improve the green infrastructure network in Central Lincolnshire by enhancing, creating and managing multifunctional green space within and around settlements that are well connected to each other and the wider countryside.

Development proposals which are consistent with and help deliver the opportunities, priorities and initiatives identified in the latest Central Lincolnshire Green Infrastructure Study, will be supported. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design from the outset. Where new green infrastructure is proposed, the design should maximise the delivery of ecosystem services and support healthy and active lifestyles.

Development proposals must protect the linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve such features.

New development will be expected to contribute towards the establishment, enhancement and on-going management of green infrastructure by contributing to the development of the strategic

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green infrastructure network within Central Lincolnshire, in accordance with LP12 Infrastructure to Support Growth and the Planning Contributions SPD.

5.7 Green Wedges

- 5.7.1** Green Wedges are open areas around and between parts of a settlement, or settlements, which maintain the distinction between the countryside and built up area, and which also provide recreational and wildlife protection and enhancement opportunities.
- 5.7.2** Green Wedges are an important part of the Central Lincolnshire landscape, are a longstanding element of local planning policy and are valued by local communities.
- 5.7.3** In general, there has been limited built development within the Green Wedges, however in recent years, some parts of the Green Wedge network have come under growing development pressure due to their proximity to the built up area. The Central Lincolnshire Authorities are committed to retaining the principle of Green Wedges and resisting harmful development through planning policy and development management decisions.

Policy LP21: Green Wedges

Green Wedges, as identified on the Policies Map, have been identified to fulfil one or more of the following functions and policy aims:

- Prevention of the physical merging of settlements, preserving their separate identity and local character;
- Creation of a multi-functional 'green lung' to offer communities a direct and continuous link to the open countryside beyond the urban area;
- Provision of an accessible recreational resource, with both formal and informal opportunities, close to where people live, where public access is maximised without compromising the integrity of the Green Wedge;
- Conservation and enhancement of local wildlife and protection of links between wildlife sites to support wildlife corridors.

Within the Green Wedges planning permission will not be granted for any form of development, including changes of use, unless:

- a. it can be demonstrated that the development is not contrary or detrimental to the above functions and aims; or
- b. it is essential for the proposed development to be located within the Green Wedge, and the benefits of which override the potential impact on the Green Wedge.

Development proposals within a Green Wedge will be expected to have regard to:

- i. the need to retain the open and undeveloped character of the Green Wedge, physical separation between settlements and green infrastructure value;
- ii. the maintenance and enhancement of the network of footpaths, cycleways and bridleways, and their links to the countryside, to retain and enhance public access, where appropriate to the role and function of the Green Wedge;
- iii. opportunities to improve the quality and function of green infrastructure within the Green Wedge with regard to the Central Lincolnshire Green Infrastructure network and Biodiversity Opportunity Mapping (policies LP20 and LP23).

Development proposals adjacent to the Green Wedges will be expected to demonstrate that:

- they do not adversely impact on the function of the Green Wedge, taking into account scale, siting, design, materials and landscape treatment;
- consider linkages to and enhancements of the adjacent Green Wedge.

5.8 Local Green Spaces

5.8.1 Local Green Space is a national designation, as referenced in the NPPF, which aims to protect green areas or spaces which are demonstrably special to a local community and hold a particular local significance. Local Green Space designation can be used where the green space is:

- in reasonably close proximity to the community it serves; and
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including playing fields), tranquility or richness of its wildlife; and
- local in character and is not an extensive tract of land.

5.8.2 Local communities have the opportunity through the development of the Local Plan and Neighbourhood Plans to identify Local Green Spaces for designation.

Policy LP22: Local Green Spaces

Local Green Spaces identified on the Policies Map will be protected from development in line with NPPF, which rules out new development on these sites other than in very special circumstances.

Only proposals that will protect and enhance Local Green Spaces, and are demonstrably supported by the local community, will be permitted.

Further candidate Local Green Spaces are also identified on the Policies Map (October 2015 version), which will be assessed for their suitability for designation by the next consultation stage. These candidate sites are areas currently identified as Visual Amenity Areas (in North Kesteven) and Important Open Space (West Lindsey) in the currently adopted Local Plans of those districts.

5.9 Biodiversity and Geodiversity

5.9.1 Central Lincolnshire has many areas which are noted for their natural beauty and biodiversity value. These areas also support a wide variety of species and habitats, and form an important part of the network of biodiversity sites within the wider environment. Wildlife sites and habitats that are currently recognised as being of national, regional and local importance within or partly within Central Lincolnshire include: Bardney Limewoods National Nature Reserve, 23 Sites of Special Scientific Interest, 354 Local Wildlife Sites, 248 Sites of Nature Conservation Interest, 18 Local Geological Sites, 2 Regionally Important Geological Sites and, 7 Local Nature Reserves. These sites support important natural assets, such as ancient woodland, heathland, acid grassland and wetland.

5.9.2 Sites that lie outside designated areas are not statutorily protected but can also provide valuable spaces and corridors for protected habitats and species. Waterways, for example, can be valuable for biodiversity, providing green and blue corridors that link habitats and wildlife sites. Maintaining and enhancing a network of habitats, species and wildlife sites, and linkages between them, is important to achieving the vision and aims of the Lincolnshire

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Biodiversity Action Plan (2011). Places where this work is focused are Nature Improvement Areas (NIAs). The Humberhead Levels is a nationally selected NIA and additional NIAs will be selected locally. NIAs are landscape-scale initiatives that aims to ensure land is used sustainably to achieve multiple benefits for people, wildlife and the local economy.

- 5.9.3** A Biodiversity Opportunity Mapping Study ⁽¹⁰⁾ has been prepared for Central Lincolnshire. The maps identify the known areas of opportunity for local landscape-scale habitat improvement within Central Lincolnshire, and as such represent strategic areas for biodiversity (see Figure X). They indicate where it is considered most important and feasible to target habitat protection, restoration and creation, including woodland and wetlands. Large scale major development schemes, such as urban extensions, should adopt a landscape scale approach in any masterplanning work that reflects the opportunities identified in the Biodiversity Opportunity Mapping Study (or any subsequent replacement). Taking a strategic landscape-scale approach to the planning, design and management of connected Green Infrastructure assets provides the framework within which species migration can more readily occur in response to environmental pressures such as climate change. The baseline data on habitats and species that underpin local biodiversity strategy will be kept up to date by the Greater Lincolnshire Nature Partnership through the maintenance and management of the Lincolnshire Environmental Record, and any appropriate evidence documents published and hosted on their website.
- 5.9.4** Applicants are encouraged to contact the relevant Local Planning Authority prior to submitting a planning application if it is suspected the proposals may have an impact on priority habitats and protected species. To protect and enhance Central Lincolnshire's natural environment, biodiversity and geodiversity, developers will be expected to submit an ecological survey where there is a reasonable likelihood of the presence of important habitats or species.

Policy LP23: Biodiversity and Geodiversity

All development should:

- protect, manage and enhance the network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site,
- minimise impacts on biodiversity; and
- seek to deliver a net gain in biodiversity and geodiversity where possible.

Development proposals that will have an adverse impact on a European Site or cause significant harm to a Site of Special Scientific Interest, located within or outside Central Lincolnshire, will not be permitted, in accordance with paragraph 118 of the National Planning Policy Framework.

Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran trees, unless the need for, and benefits of, the development in that location clearly outweigh the loss or harm.

Proposals for major development should adopt a landscape scale and ecosystem services approach to biodiversity and geodiversity protection and enhancement identified in the Central Lincolnshire Biodiversity Opportunity Mapping Study.

Development proposals should create new habitats, and links between habitats, in line with Biodiversity Opportunity Mapping evidence to maintain a network of wildlife sites and corridors to minimise habitat fragmentation and provide opportunities for species to respond and adapt to

10 <http://www.glnp.org.uk/lincolnshire-landscapes/central-lincolnshire-biodiversity-opportunity-mapping.php>

climate change. Development should seek to preserve, restore and re-create priority habitats, ecological networks and the protection and recovery of priority species set out in the Lincolnshire Biodiversity Action Plan and Geodiversity Action Plan.

Where development is within a Nature Improvement Area (NIA), it should contribute to the aims and aspirations of the NIA.

Development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity from the outset through site layout, design of new buildings and proposals for existing buildings.

Mitigation

Any development which could have an adverse effect on sites with designated features and / or protected species, either individually or cumulatively, will require an assessment as required by the relevant legislation or national planning guidance.

Where any potential adverse effects to the biodiversity or geodiversity value of designated sites are identified, the proposal will not normally be permitted. Development proposals will only be supported if the benefits of the development clearly outweigh the harm to the habitat and/or species.

In exceptional circumstances, where adverse impacts are demonstrated to be unavoidable, developers will be required to ensure that impacts are appropriately mitigated, with compensation measures towards loss of habitat used only as a last resort where there is no alternative. Where any mitigation and compensation measures are required, they should be in place before development activities start that may disturb protected or important habitats and species.

5.10 The Historic Environment

- 5.10.1** Central Lincolnshire has a rich historic environment. The rural countryside and historic towns and villages are attractive aspects of Central Lincolnshire as a whole, while within Lincoln's historic core are aspects of national and wider importance. The notable historic environment positively contributes to Central Lincolnshire's character, the quality of life experienced by residents, and its appeal as a destination for visitors and tourists. Within the area there are over 2,300 listed buildings, 73 conservation areas, almost 200 scheduled ancient monuments, 12 national registered parks and gardens of special historic interest, and a wealth of nationally and locally significant archaeological remains. In addition, there are numerous other heritage assets that, whilst not designated, are considered to be nationally, regionally or locally significant.
- 5.10.2** Central Lincolnshire's local character is heavily influenced by Lincoln, a world class Cathedral City, which lies at its heart and, in part, by its roots in agriculture which resulted in the development of market towns. The landscape form has intrinsically influenced the area's development, from the Wolds and the Fen's, to the development of settlements along the Lincolnshire Edge (and Lincoln Cliff). Transport infrastructure, both natural and man-made also provides an important legacy. This includes transport infrastructure dating from Roman times through to the 18th and 19th century developments of the roads and railways associated with the development of industry within the more major settlements. A more recent influence on Central Lincolnshire's character and development has been the 20th century development of the area for military operations.

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5.10.3 Central Lincolnshire's heritage assets⁽¹¹⁾, including the significant historic building stock and archaeological resource, are irreplaceable and require careful management as the area evolves and undergoes significant growth and regeneration.

5.10.4 The opportunities to retain, enhance and improve Central Lincolnshire's historic environment include:

- Using the income generated from the growing local tourism economy to invest in the maintenance and upkeep of historic assets.
- Ensuring new development schemes enhance the setting of heritage assets and do not detract from their character and the appearance of the area.

5.10.5 Our positive strategy for the historic environment will be achieved through the implementation of Policy LP24 and through:

- the preparation and maintenance of a list of buildings and other heritage assets of local importance;
- safeguarding heritage assets at risk and taking steps to reduce the number of heritage assets in Central Lincolnshire on the Lincolnshire Heritage at Risk Register;
- encouraging the sympathetic maintenance and restoration of listed buildings, historic shop fronts and historic parks, gardens and landscapes, based on thorough historical research. Policies LP17 Landscape, Townscape and Views, and LP27 Town Centre Frontages and Advertisements, will also particularly assist in the achievement of this;
- supporting proposals for heritage led regeneration, ensuring that heritage assets are conserved, enhanced and their future secured;
- strengthening the distinctive character of Central Lincolnshire's settlements, through the application of high quality design and architecture that responds to this character and the setting of heritage assets.

Conservation Areas

5.10.6 The effect of a proposed development on the character or appearance of a Conservation Area is always a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance. It is also important that the spaces around and within the conservation area are retained, where they add to its character.

5.10.7 Demolition within a conservation area should only be allowed in exceptional circumstances, and will normally be permitted only if the Council is satisfied that the proposal for redevelopment is acceptable and there is an undertaking to implement it within a specified period. The NPPF has more details in this regard.

5.10.8 Development within conservation areas must respect the local character and be carefully designed to respect the setting, through consideration of scale, height, massing, alignment, and use of appropriate materials. Keeping valued historic buildings in active and viable use is important for both the maintenance of the building concerned and the overall character of the conservation area. Proposals to change the use of a building might therefore be supported, where features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.

Archaeology

5.10.9 Local Planning Authorities may require developers to assess the potential impacts of their proposal on archaeological remains in order to reach a decision on a development proposal.

11 Refer to the National Planning Policy Framework (2012) for definition of 'heritage assets'.

Where archaeological impacts are indicated, developers are expected to work with the local planning authority to devise a scheme for mitigating such impacts, which may form part of a planning condition or a planning obligation. Such conditions are designed to ensure that such remains are either preserved in situ or recorded.

- 5.10.10** All archaeological work should be based on a thorough understanding of the available evidence, and of the local, regional and national contribution it makes. The known and potential archaeological heritage of the area is recorded by the Lincolnshire Historic Environment Record and, in Lincoln, by the Lincoln Heritage Database. These and other sources, such as the Lincolnshire Archives, should be used to inform all proposals and decisions.

Policy LP24: The Historic Environment

Development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.

In instances where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made by its setting, the applicant will be required to undertake the following, in a manner proportionate to the asset's significance:

- a. describe and assess the significance of the asset, including its setting, to determine its architectural, historical or archaeological interest; and
- b. identify the impact of the proposed works on the special character of the asset; and
- c. provide clear justification for the works, especially if these would harm the significance of the asset or its setting, so that the harm can be weighed against public benefits.

Unless it is explicitly demonstrated that the proposal meets the tests set out in Section 12 of the NPPF, permission will only be granted for development affecting designated or non-designated heritage assets where the impact of the proposal(s) does not harm the significance of the asset and/or its setting.

Development proposals will be supported where they:

- d. Protect the significance of designated heritage assets (including their setting) by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, materials, siting, layout, mass, use, and views and vistas both from and towards the asset;
- e. Promote opportunities to better reveal significance of heritage assets, where possible;
- f. Take into account the desirability of sustaining and enhancing non-designated heritage assets and their setting.

The change of use of heritage assets will be supported where the proposed use is considered to be the optimum viable use that is compatible with the fabric, interior, character, appearance and setting of the building, and where such a change of use will demonstrably assist in the maintenance or enhancement of the building, provided features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.

Conservation Areas

Development within, affecting the setting of, or affecting views into and out of, a Conservation Area should preserve, and wherever possible enhance, features that contribute positively to the area's character, appearance and setting. Proposals should:

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- g. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces.
- h. Retain architectural details that contribute to the character and appearance of the area.
- i. Where relevant and practical, remove features which are incompatible with the Conservation Area.
- j. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and lot widths of the existing built environment.
- k. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape.
- l. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

Archaeology

Development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance.

Planning applications for such development should be accompanied by an appropriate and proportionate desk based assessment to understand the potential for and significance of remains, and the impact of development upon them.

If desk based assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.

Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted by the developer and approved by the planning authority.

Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority.

5.11 Design Principles and Amenity

- 5.11.1** To design successful places, all new development should meet the aspiration for quality and sustainability in their design and layout. In short, good design is inseparable from good planning.
- 5.11.2** High quality sustainable design is design that is of a notable standard, which, by its nature, features and usability, will sustain over the longer term as it is fit for purpose, has potential to respond to changing needs, and enables occupants / users to live more sustainable.
- 5.11.3** A fundamental part of achieving high quality sustainable design, and ultimately high quality sustainable places, is the need to develop a thorough understanding of the local character and the qualities which contribute to local distinctiveness. Central Lincolnshire is made up of many locally distinctive places including high streets, market squares, industrial estates, urban neighbourhoods, rural villages and landscapes, which, in combination with a variety of natural forms and features, contribute to the rich and varied character of Central Lincolnshire. All new development must make a positive contribution to the character and appearance of the environment within which it is located, having regard to its local context, and should not impact negatively upon the amenity experienced by neighbours.

- 5.11.4** Developers will be expected to explain how the policy matters below have been addressed within their development proposals, where appropriate, in the Design and Access Statement submitted with their planning application.
- 5.11.5** To provide assessment and support to ensure high standards of design are achieved, the Central Lincolnshire authorities will use the design review services offered by Opun, the regional Design Review Panel, and, when appropriate, refer major projects for national design review by Cabe at the Design Council.

Policy LP25: Design and Amenity

All new development, including extensions and alterations to existing buildings must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.

Development proposals will be assessed against the following relevant design and amenity criteria:

Design Principles

All development must respect and enhance the character and local distinctiveness of the area and create a sense of place. As such, proposals will be required to:

- a. Make efficient use of land;
- b. Maximise pedestrian permeability and avoid barriers to movement through careful consideration of street layouts and access routes;
- c. Respect the existing topography, landscape character and identity, and relate well to the site and surroundings, particularly in relation to siting, height, scale, massing, form and lot widths;
- d. Where applicable, not result in the visual or physical coalescence with any neighbouring settlement;
- e. Where applicable, not result in ribbon development, nor extend existing linear features of the settlement, and instead retain, where appropriate, a tight village nucleus;
- f. Incorporate and retain as far as possible existing natural and historic features such as hedgerows, trees, ponds, boundary walls, field patterns, buildings or structures;
- g. Incorporate appropriate landscape treatment to ensure that the development can be satisfactorily assimilated into the surrounding area;
- h. Provide well designed boundary treatments, and hard and soft landscaping that reflect the function and character of the development and its surroundings;
- i. Protect any important long local views into, out of or through the site;
- j. Duly reflect the original architectural style of the local surroundings, or embrace opportunities for innovative design and new technologies which sympathetically complement or contrast with the local architectural style;
- k. Use appropriate, high quality materials which reinforce local distinctiveness, with consideration given to texture, colour, pattern and durability;
- l. Ensure places and buildings are accessible to all.

Amenity Considerations

The amenities which occupiers of neighbouring properties may reasonably expect to enjoy must not be harmed by or as a result of the development. Proposals should demonstrate, where appropriate, how the following matters have been considered, in relation to both the construction and life of the development:

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- m. Compatibility with neighbouring land uses;
- n. Overlooking;
- o. Overshadowing;
- p. Loss of light;
- q. Adverse noise and vibration;
- r. Adverse impact upon air quality from odour, fumes, smoke, dust and other sources;
- s. Adequate storage, sorting and collection of household and commercial waste, including provision for increasing recyclable waste;
- t. Creation of safe environments.

5.12 Open Spaces, Sports and Recreation Facilities

- 5.12.1** Accessible, quality open spaces, sport and recreation facilities make a significant contribution to the health, wellbeing, and social cohesion of the communities and people living in Central Lincolnshire.
- 5.12.2** These spaces also have wider environmental benefits. They support biodiversity, providing valuable habitat and links within the existing green network, which allow wildlife to migrate and better adapt to our changing climate. Open spaces also play a key role in flood risk management and are key elements to developing successful Sustainable Urban Drainage systems.
- 5.12.3** As important spaces within the wider Central Lincolnshire landscape the provision of quality natural areas, parkland and green transport corridors can also contribute to the perception of an area as an attractive place to live, work or visit and also provide opportunities to broaden the area's tourism offer.
- 5.12.4** The need to protect open spaces, sport and recreation facilities to maximise multifunctional benefit is recognised and identified as policy objectives elsewhere in this Plan. To ensure such policy objectives are achieved, new developments in Central Lincolnshire will be required to include a level of new open space and recreation provision to meet the development's needs.
- 5.12.5** An Open Space Audit and Provision Standard Assessment (2015) has been undertaken for Central Lincolnshire which has informed the required standards and improvement opportunities. The required standards are summarised in respect of quantity, quality and accessibility of open space provision within Central Lincolnshire and has been used to inform the provision requirements for new development as outlined in the Central Lincolnshire Developer Contributions SPD (draft, 2015).

Policy LP26: Open Space, Sports and Recreation Facilities

The Central Lincolnshire Authorities will seek to reduce public open space deficiency and to improve the quality of, and access to, existing open spaces.

New development will be required to provide new or enhanced provision of public open space, sports and recreation facilities in accordance with the standards set out in Appendix C and in compliance with the latest Central Lincolnshire Developer Contributions Supplementary Planning Document (or similar document).

Open space, sports and recreation provision requirements will;

- as first preference be provided on-site in a suitable location. Where on site provision is not feasible or suitable within a local context, consideration of a financial contribution to the upgrading and improvement of an existing usable facility will be considered as per the criteria set out in the Developer Contribution SPD and in accordance with national legislation;
- be multifunctional, fit for purpose and support health and outdoor recreation;
- consider the context of any existing provision and maximise any opportunities for improvement within the wider area where these are relevant to the development of the site.
- when new provision is provided, have appropriate mechanisms secured which will ensure the future satisfactory maintenance and management of the open space, sports and recreational facility.

A holistic approach to the design of new open space should be taken including considering the contribution to place making, the green network and protecting and enhancing nature conservation and the water environment. New provision should also aim to protect, enhance and manage integrated paths for active travel and/or recreation, including new and existing links to the wider countryside.

5.13 Town Centre Frontages and Advertisements

- 5.13.1** Shop and business frontages make an important contribution to the character of centres and shopping streets. Great care is necessary to ensure that the alteration and replacement of shop fronts not only adds visual interest to shopping and to the street scene, but also reflects the architectural style of the buildings to which they relate and the character of the area.
- 5.13.2** Whilst the security of shops and other commercial premises is important, shuttering of display windows can produce an intimidating street scene and can detract from the vitality of a shopping street or centre. Internal security shutters which are transparent or perforated to an extent that the area behind is highly visible are preferred over external shutters (permission is not required for internal shutters). However, where external shutters are proposed, the preference is for transparent or heavily perforated shutters rather than solid designed, as they allow visibility into the premises, are less visually intrusive and create a more welcoming environment.
- 5.13.3** The display of advertisements is subject to a separate consent within the planning system under the Advertisement Regulations⁽¹²⁾. External advertising plays an important role in the built environment and for commercial activity, helping to identify uses and occupiers within a building or area and to advertise the goods and services they provide. However, advertising can look unattractive if poorly sited and designed. It can also clutter the street scene and detract from the character and local distinctiveness of an area. A balance needs to be met between commercial requirements and the impact on the environment, public safety and amenity. The amenity impacts and safety implications of advertisements requiring consent will be carefully considered, taking into account any cumulative impact on a specific area.
- 5.13.4** Note: for the avoidance of doubt, this policy applies to more than just retail shops, but other town centre uses such as banks and restaurants. It therefore applies to all main town centres uses, as defined by the NPPF.

Policy LP27: Town Centre Frontages and Advertisements

Town Centre Frontages

12 Town and Country Planning (Control of Advertisements) (England) Regulations 2007

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Proposals for new town centre frontages or alterations to existing town centre frontages will be permitted provided the proposal:

- a. Is of a high quality design and is sympathetic in scale, proportion and appearance to the building of which it forms part, and to the character of the surrounding street scene; and
- b. Protects, and where possible enhances, traditional or original town centre frontage or features that are of architectural or historic interest, particularly if the building is listed or within a conservation area; and
- c. Is designed to allow equal access for all users.

With regards to external security shutters, permission will only be granted where:

- d. It is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and
- e. The property is not a listed building or situated in a conservation area; and
- f. The security shutter is transparent or heavily perforated to an extent that the area behind is highly visible (solid or perforated shutters that provide no or a very limited view of the area behind will not be supported); and
- g. The shutter is designed to a high standard and is in keeping with the character and appearance of the building and its surroundings.

Advertisements

All proposals for the display of advertisements will have to comply with relevant national regulations and guidance. Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, subject to the following criteria:

- h. The design (including any associated lighting and illumination), materials, size and location of the advertisement respects the scale and character of the building on which it is situated and the surrounding area, especially in the case of a listed building or within a conservation area; and
- i. The proposal would not result in a cluttered street scene, excessive signage, or a proliferation of signs advertising a single site or enterprise; and
- j. The proposal would not cause a hazard to pedestrians or road users; and
- k. The proposal would not impede on any surveillance equipment and would contribute positively to public perceptions of security.

6.1 Introduction

- 6.1.1** This section of the Local Plan is primarily about allocating sites for development, from large urban extensions to smaller allocations in our villages. Whilst all the policies in this Local Plan will be used to determine proposals, the policies and allocations in this Chapter will help in that determination by setting out the precise locations for development and some detailed policy requirements for some sites. This Further Draft Local Plan confirms that the overall approach to the selection of sites is based on:
- 6.1.2 Principle A - Housing Allocations:** Housing sites are only allocated if the site is likely to accommodate 25 or more homes. Any site less than 25 homes will not be allocated, and instead will be determined via planning applications on a case-by-case basis, using the generic criteria based policies found in this plan.
- 6.1.3 Principle B – Settlement Boundaries:** There are no settlement boundaries around each of our settlements. Instead, a more flexible approach will be taken to enable the organic natural growth of our settlements, especially more rural settlements. Proposals will be determined on a case-by-case basis, using generic criteria based policies in this plan.
- 6.1.4 Principle C – Other Allocations:** Other allocated land for new development (e.g. employment use) is where the site is 0.5ha or greater. Any smaller sites will be determined via planning applications on a case-by-case basis, using the generic criteria based policies found in this plan.

6.2 Sustainable Urban Extensions (SUEs)

- 6.2.1** Policy LP28, Sustainable Urban Extensions, is the overarching policy for all urban extensions: the site-specific SUE policies in the settlement chapters provide details of the particular considerations for the individual SUEs.
- 6.2.2** Urban extensions must be developed as sustainable places: they must provide a range of residential opportunities in order to create balanced and mixed communities, and they must provide employment opportunities and the services and facilities that will enable residents to meet their day to day needs locally. They must be designed to integrate with the existing built and natural environment, and with existing communities, so that they do not result in a physically and socially segregated community.
- 6.2.3** The locations of the Central Lincolnshire urban extensions have been selected as locations that can be aligned with the capacity of existing infrastructure, or locations which can be planned at a scale that is viable to include new or improved infrastructure.
- 6.2.4** New urban extensions present significant opportunity to implement a wide range of sustainable development principles.

Policy LP28: Sustainable Urban Extensions

The spatial strategy for Central Lincolnshire includes the allocation of sustainable urban extensions at Lincoln, Gainsborough and Sleaford.

Development of an urban extension must be planned and implemented in a coordinated way, through an agreed broad concept plan that is linked to the timely delivery of key infrastructure. With the exception of inconsequential very minor development, proposals for development within the identified extensions which come forward prior to the production of, and agreement on, a broad concept plan will be refused.

Delivering Locally

Working with the Central Lincolnshire authorities and other relevant stakeholders, a broad concept plan should be prepared for each urban extension (in its entirety) and should clearly evidence the support of all significant landowners: the concept plan should be submitted to the Council for approval. If one or more landowners are not supportive of the concept plan, it will need to be demonstrated that the development of the considerable majority of the urban extension can be delivered without their involvement. The concept plan could be submitted alongside an outline application for the extension.

Whilst phasing may be agreed, the local planning authority will need to be satisfied that the key aspects of the concept plan will be delivered. Therefore, to prevent cherry-picking of profitable elements of the urban extension being built first and the provision of appropriate infrastructure either delayed or never materialising, appropriate safeguards will be put in place, normally through a Section 106 agreement, which ensures that certain aspects of the scheme are delivered when an appropriate trigger point is reached.

In addition to the above, each new urban extension proposal must, where applicable:

- a. demonstrate availability and deliverability of the proposed scheme;
- b. provide a broad range of housing choice in terms of size and design;
- c. set aside an area of land which is suitable for the provision of gypsy and traveller pitches unless it would be demonstrably inappropriate to do so. The size of the site shall be agreed through negotiation, though is likely to be of a size sufficient to accommodate 5 pitches. Such set aside land should be on-site unless the developer can demonstrate exceptional circumstances which necessitate provision on an alternative site or the payment of a financial contribution to the council to enable the need for pitches to be met elsewhere. Such set aside land should be provided to the local planning authority at nil cost and be secured through an appropriate legal agreement;
- d. contribute to the provision of a wide range of local employment opportunities that offer a range of jobs in different sectors of the economy;
- e. incorporate pre-school(s), primary school(s), and a secondary school, if the scale of the urban extension justifies any of these on-site, or, if not, contribute to provision offsite in order to meet the needs generated by the urban extension (subject to national regulations governing such contributions);
- f. make provision for an appropriate level of retail without having an unacceptable impact on the vitality and viability of existing retail centres;
- g. consider the Agricultural Land Classification of the site, and where higher quality agricultural land exists on one part of the site compared with another, then, if possible, utilise such land (or part of such land) for productive use, such as community orchards and allotments;
- h. demonstrate that the unnecessary sterilisation of minerals has been avoided;
- i. meet balanced transport objectives by encouraging walking, cycling and public transport use, through appropriate infrastructure improvements, and the provision of high quality bus services, bus priority corridors and, where appropriate, park and ride.

7.1 Introduction

- 7.1.1** Lincoln is a relatively compact but growing City located at the very centre of Central Lincolnshire. As Central Lincolnshire's principal settlement, it contains by far the largest single concentration of jobs, housing and services, serving both its own residents and a large part of Lincolnshire beyond. It also has an internationally important tourist industry, world class historic environment and an increasingly extensive educational and cultural role. The City, together with North Hykeham, forms a central settlement of about 110,000 people, but is also the nucleus of a wider area that encompasses a ring of "satellite" villages which look to Lincoln for many of their services and employment needs.
- 7.1.2** An independent study has been commissioned to define the extent of a Lincoln 'Strategy Area' and recommend an optimum spatial strategy to deliver sustainable and deliverable growth for that Area. The extent of the Lincoln Strategy Area, as identified earlier, has been derived from analysis of the latest available census information assessing Lincoln's 'sphere of influence', travel to work patterns and 'self-containment'. The population of the Lincoln Strategy Area is about 187,700, which represents approximately 64% of Central Lincolnshire's population.
- 7.1.3** The regional role of Lincoln has been strengthened with significant projects already implemented or programmed, for example: the dualling of the A46 from Lincoln to Newark; the development of a Cultural Quarter for Lincoln which includes a new centrally located museum (the Collection); the Lincoln Castle Revealed project which includes the Magna Carta display; the development of Lincoln University; Bishop Grosseteste University, Lincoln University Technical College and Lincoln College and the redevelopment of the Brayford Pool;. Lincoln's rural hinterland also contains a number of key facilities which contribute significantly to its regional role. These include the EPIC exhibition and function centre at the Lincolnshire Showground, Chambers Farm Wood part of the Bardney Limewoods Nature Reserve and the Witham Valley Country Park, a sub-regional country park which seeks to improve the connections between the parks and open spaces in the Witham Valley from the commons and parks in the City of Lincoln to Whisby Nature Park and Natural World Centre and Hill Holt Wood.
- 7.1.4** However, despite this growth, and the accompanying national recognition, significant hidden problems remain. For example, the Lincoln area is characterised by large variations in health, education, living environments including areas of poor air quality and with some concentrated pockets of multiple deprivation. Its social mix is also changing due to rising levels of students and migrant workers, and infrastructure provision is struggling to keep pace with the City's rapid growth. As with other parts of Central Lincolnshire, targeted growth with the provision of additional services, facilities, affordable housing and employment, re-using derelict and vacant land and creating or improving quality environments are seen as means to address Lincoln's regeneration needs and meeting the overall aim of achieving balanced, inclusive and sustainable communities.

Lincoln

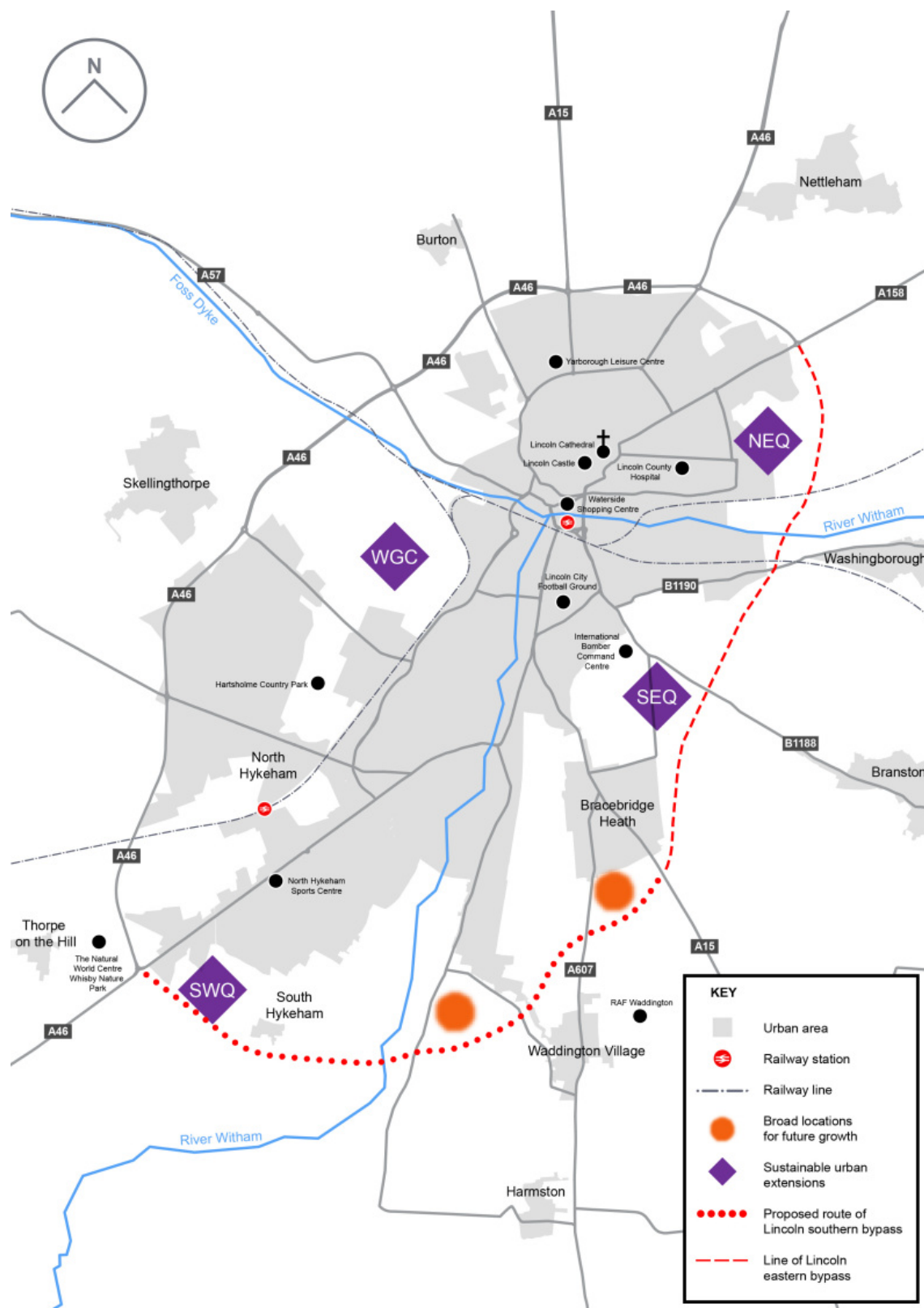


Figure Key Diagram of Lincoln

7.2 A Growing Lincoln

- 7.2.1** Lincoln's Urban Area has a significant amount of previously developed or "brownfield" land within its existing built up area that is vacant or underused. Whilst some of this land may be of high environmental value and therefore not suitable for development, reusing this land wherever possible to meet Lincoln's needs would help to regenerate run down and derelict areas, reduce pressure for development in the countryside and result in development that is much more likely to have good access to and support existing services and facilities. However, to meet our growth needs, development outside of the existing built up area will also be needed.
- 7.2.2** Assisted by the Lincoln Strategy Area Study (2015), the preferred approach is a sustainable pattern of future development, focussing development either in or closely related to the existing built up area and re-using previously developed land wherever practical and appropriate. This approach facilitates infrastructure provision, helps protect the surrounding countryside and encourage sustainable modes of transport into and out of the City. An alternative approach of allocating extensive new development in the villages which fall within the Lincoln Strategy Area has been rejected, as that approach has less sustainability benefits than the approach proposed.

7.3 Lincoln's Setting and Character

- 7.3.1** Lincoln Cathedral is one of the most important medieval buildings in Europe and its prominent, visually dominating position on the edge of the Witham Gap along the Lincoln Cliff makes it one of the country's finest sights. Lincoln's heritage is a key element to the visitor economy and the Cathedral towering over the City is an important symbol for the area.
- 7.3.2** There are also important views in and out of the City, principally to and from the Lincoln Ridge, which supports spectacular views of the cathedral, all fundamental to the City's setting and character. This character has evolved in part from the alignment of roman roads, location and nature of common land and physical restrictions of flood risk and ground conditions. Potential impacts can include views being blocked by development, poor design and insensitive positioning. Views across and along open spaces are closely linked to the Green Wedges around the City and will be an important consideration particularly for development around the edge of Lincoln. It is expected that substantial linear open spaces will be retained to safeguard views of the Lincoln Edge and the historic City, providing land for formal and casual recreation as well as maintaining linkages between sites of known nature conservation interest. The Lincoln Townscape Assessment (2012) describes the local context for defining distinctiveness and as a means of assessing the impact of proposals on Lincoln's setting and character.
- 7.3.3** To complement policies aimed at protecting Lincoln's natural and historic environment and assets, the Central Lincolnshire authorities are proposing to maintain the principle of Green Wedges that extend out from the City to help protect the setting and character of Lincoln as well as the separate and distinct character of its surrounding settlements and communities.

Policy LP29: Protecting Lincoln's setting and character

Development proposals should protect, nurture and enhance Lincoln's natural and historic environment and assets as a key component of its growth in accordance with other policies in the plan and by:

Lincoln

- a. Respecting Lincoln's unique character and setting, including its heritage, landscapes, townscapes, biodiversity, geodiversity, views and corridors that contribute to these;
- b. Protecting the dominance and approach views of the Cathedral and uphill Lincoln on the skyline;
- c. Conserving and promoting Lincoln's natural and built heritage as key elements of Lincoln's quality of life and local distinctiveness and for the benefits of the economy, regeneration and tourism; and
- d. Maintaining and enhancing a strategic green infrastructure network around the City including Green Wedges (see Policy LP21) to protect the City's "green character".

7.4 Major Development Sites

7.4.1 The Lincoln Strategy Area is identified to accommodate around 64% of Central Lincolnshire's growth in new homes and employment land.

7.4.2 A key tool in meeting these future needs of the Lincoln Strategy Area is the development of sustainable urban extensions (SUEs). Focussing on large scale SUEs ensures that a sizable percentage of the development needs for the area are met whilst allowing for masterplanning to ensure that appropriate infrastructure and range of facilities are also provided. The following SUEs are proposed for the plan period:

Western Growth Corridor (WGC)

7.4.3 The Western Growth Corridor (WGC) is a site of approximately 366 hectares in total of which approximately 122 hectares will be developed for a mixed-use development. The WGC is situated to the West of Lincoln and is bounded by the railway to the East, the A46 bypass to the West and Skellingthorpe Road to the South. The site has a number of advantages including its proximity to the City centre (which is only 1.5 km distant), physical setting and character that provide an excellent opportunity to create a sustainable urban extension to Lincoln.

7.4.4 The WGC site is being jointly brought forward for development by the site developers (Taylor Wimpey and City of Lincoln Council as landowner) and a joint master-planning exercise is being undertaken ahead of an expected planning application.

7.4.5 Key features of this development include:

- 3,200 homes plus 11ha of employment opportunities
- Taking advantage of the close proximity to Lincoln City Centre, connecting both new residents and existing neighbourhoods such as Birchwood and Skellingthorpe to the City.
- A clear approach to mitigating and managing flood risk for the site and the wider area.
- Provision of a range of facilities including a neighbourhood centre providing shops, a community centre and a three form entry primary school.
- Potential for a regional leisure centre
- Informal open space and other recreation uses, in addition to green infrastructure and public open space to serve future residents.
- Remediation of the former landfill site on the eastern edge of the site to be undertaken. This is a tremendous opportunity to reclaim land and bring forward development while at the same time undertake environmental improvement of this area.

South East Quadrant (SEQ) – Canwick Heath.

7.4.6 SEQ lies on the limestone plateau of the Lincoln Heath between the villages of Canwick and

Bracebridge Heath. At its closest, the SUE is within 1 mile (1.6 km) of Lincoln City Centre, with the escarpment of the Lincoln Edge, including Lincoln's South Common, forming an important open area between the development and the edge of the city's existing built-up area. It will be a masterplanned SUE that exploits its close proximity to Lincoln and the City Centre through appropriate linkages whilst also forming a distinctive new community of neighbourhoods that has its own facilities including shops, schools and employment.

7.4.7 Key features of this development include:

- High quality character and physical identity that complements the settlements of Bracebridge Heath and Canwick.
- 3,500 new homes by 2036 (with further potential beyond that date to deliver a total of 6,000 dwellings)
- A range of facilities including the development of a District Centre including shops, a community centre, and other uses which could include uses such as health centre, post office, banking facilities and places of worship located towards the west of the SUE, close to and complementing the facilities at Bracebridge Heath. This will be followed by the development of a small Local Centre located towards the east of the SUE on or adjacent to Canwick Avenue.
- 7ha of flexible new employment development to provide job opportunities
- Delivery of SEQ (and of NEQ) will be linked and co-ordinated with the construction and completion of the Lincoln Eastern Bypass and other transport infrastructure improvements needed in relation to the site. Direct access from the Eastern Bypass will not be provided, and the main road access points will be from the existing A15, the B1188 and B1131
- Assist in bringing forward Park and Ride to accommodate the proposed growth.
- Structural green space will provide a range of functions including water and flood management, recreation and relaxation space, nature conservation and also provide opportunities for allotments, sports facilities, biomass production and other open space uses.
- Protection, and where appropriate enhancement, of existing natural and historic environmental assets including Bracebridge Old Clay Pit, Cross O'Cliff Orchard and South Common Critical Natural Assets; and The Canwick/ Bracebridge Heath Green Wedge.
- Respect for the character, biodiversity and landscape/ townscape contribution of the South Common and adjacent Bomber Command Centre memorial, and the integrity and character of Canwick and Bracebridge Heath as distinct and separate villages.

North East Quadrant (NEQ) – Greetwell Area.

7.4.8 NEQ lies on the north eastern edge of Lincoln between the existing residential area of Bunkers Hill and the predominantly industrial area at Allenby Road. Sitting within the line of the proposed Lincoln Eastern Bypass, it forms a natural urban extension to Lincoln. At its closest, the SUE is within 1.5 miles (2.4 km) of Lincoln City Centre. The area is dominated by the former Greetwell Quarry that has been used for both quarrying and mining until relatively recently. Previous ironstone mining will present some challenges and the quarry face has been designated as a Site of Special Scientific Interest (SSSI) on account of its geological make up, so any new development would be expected to maintain and enhance this feature.

7.4.9 Key features of this development include:

- A distinctive new community of one or more defined neighbourhoods that have their own facilities including shops, primary schools and employment.
- 1,400 new homes and approximately 5 ha of employment land
- On-site primary school (two form entry)

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- A new centre serving local needs including local shops, a community centre and other uses such as a health centre, post office, and places of worship. The scale of provision of such facilities should complement rather than compete with existing centres, including the Carlton Centre.
- The delivery of NEQ (and of SEQ) will be linked and co-ordinated with the construction and completion of the Lincoln Eastern Bypass and other transport infrastructure improvements needed in relation the site. Direct access from the Eastern Bypass will not be provided and the main road access points will be from Greetwell Road, Carlton Boulevard and St. Augustine Road
- Protection, and where appropriate enhance, existing natural and historic environmental assets within or near the site, including appropriate management arrangements for visitor access where required. Identified assets include:
 - i. Greetwell Hollow Critical Natural Assets;
 - ii. The geological SSSI of the Greetwell Quarry and
 - iii. Archaeological remains including a prehistoric triple ditch boundary, industrial archaeology associated with former ironstone mining in the area, and potential Roman remains.

South West Quadrant (SWQ) – Land at Grange Farm, Hykeham.

7.4.10 SWQ lies to the South West of the City of Lincoln to the south of the existing built up area of North Hykeham and to the east and north of South Hykeham Fosseway and South Hykeham Village, well located for access to Lincoln and the A46. It is close to employment opportunities at Teal Park, Network 46, North Hykeham and Lincoln City. Some local services are available close to parts of the development with a wider range of facilities available in the centre of North Hykeham and into the City of Lincoln.

7.4.11 SWQ will be a masterplanned SUE with an agreed comprehensive Concept Plan. It will be developed up to the existing North Hykeham settlement boundary and down to the line of the Lincoln Southern Bypass, preferred route, whilst respecting the setting and character of South Hykeham Village. This will be achieved by ensuring a physical separation is maintained between the SUE and the village with open space running east west along the line of the existing beck.

7.4.12 Key features of this development include:

- Approximately 2,000 homes to 2036 linked to delivery of the first phase of the Lincoln Southern Bypass with the potential to deliver more development beyond 2036 as further phases of the bypass come forward. Direct access points from the bypass will not be provided and development will not prejudice the potential to deliver the remainder of the bypass or to dual the bypass in the future.
- Up to 5ha of additional employment land to compliment and expand the existing provision at the Boundary Lane Enterprise Park
- Community facilities in a Local Centre which will include an appropriate level of retail, new primary school, formal sports pitches and open space that complement and enhance existing provision.

7.4.13 If agreement cannot be reached with landowners affected by the route of the proposed Lincoln Southern Bypass, then the local authorities will look to secure the land for the first phase by way of Compulsory Purchase Order.

Policy LP30: Major Development Sites

Sustainable Urban Extensions (SUEs)

In addition to the generic requirements for Sustainable Urban Extensions in Policy LP28, development at the following strategic sites will be required to meet the following locally specific requirements:

Western Growth Corridor (WGC) – Land at Swanpool, Fen Farm and Decoy Farm.

Proposals for the WGC area, as identified on the Policies Map, should provide:

- Approximately 3,200 houses;
- 11ha of employment space serving the wider Lincoln area for significant local growth and inward investment of strategic importance complementary to that on the adjacent Lincoln Science and Innovation Park;
- A distinctive place to live that has its own identity and respects its local surroundings including views of Lincoln Cathedral and the setting of Decoy Farm SAM;
- Comprehensive solutions to drainage and flood risk, guided by an agreed flood risk assessment and water management plan;
- A direct route incorporating priority for public transport linking Skellingthorpe Road through to the city centre via Beavor Street with connection onto the A46 if required;
- Scope for a park and ride site for existing and new residents;
- A wide range of community facilities including a new neighbourhood centre
- A wide range of open space, recreation and leisure uses, together with consideration of the provision of a regional leisure complex;
- On-site education provision through a new three form entry primary school on site (preferably as part of a neighbourhood centre);
- A development that maximises the opportunities for low carbon and sustainable design including, if feasible, use of the heat from the Energy from Waste plant at North Hykeham;
- Comprehensive solutions to reclaim and remediate the former tip on the eastern part of the site
- Improved linkages, enhancement and support of green wedges and other green infrastructure.

South East Quadrant (SEQ) – Land at Canwick Heath

Proposals for the SEQ area, as identified on the Policies Map, should provide:

- Approximately 6,000 houses in total, of which around 3,500 anticipated to be delivered within the plan period to 2036;
- A distinctive place to live that has its own character and physical identity and respects its local surroundings including key views and vistas of and from Lincoln Cathedral and the historic core of the City and across the Witham Valley including views of Lincoln from Heighington Road. It will contain different character areas and place great importance on the high quality landscape setting nearer to Bracebridge Heath, South Common and Canwick;
- A development that protects and enhances the existing important open spaces within and adjacent to the site, as shown on an agreed concept plan, providing an appropriate buffer zone between the South Common and the International Bomber Command Centre memorial and the development
- Extension of the existing green infrastructure network into multi-functional movement networks linking land uses, facilities and amenities which avoids the coalescence of the new community with Bracebridge Heath and Canwick villages.
- Strong connectivity to routes into the City Centre and adjacent communities through high quality, safe and effective pedestrian and cycling links
- Appropriate public transport links and supporting infrastructure including the introduction of bus priority on the B1188 Canwick Road;
- Has no direct access onto the Lincoln Eastern Bypass and does not prejudice it's dualling;

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- A wide range of community / social facilities including a new District Centre;
- Land set aside for the provision of a secondary Local Centre if deemed necessary and appropriate;
- 7ha of flexible employment space, provided on-site at appropriate location(s) serving local employment needs to be agreed with the local planning authority;
- Education provision of two primary schools and a secondary school on site, delivered in phases with agreement of the local authority;
- Phased development which reflects delivery of the Lincoln Eastern Bypass which takes account of the relationship between the site and the proposed bypass, including the provision of gateway features at key access points as well as ensuring that proposed residents are protected from noise, drainage and air quality issues that may be associated with the bypass.
- Improved linkages, enhancement and support of green wedges and other green infrastructure.

North East Quadrant (NEQ) – Land at the Greetwell Area

Proposals for the NEQ area, as identified on the Policies Map, should provide:

- Approximately 1,400 dwellings;
- A distinctive place to live that has its own identity and respects its local surroundings including protecting and creating view corridors of and from Lincoln Cathedral and other important buildings on the north escarpment that are integrated into the development as a contribution to its identity and form part of the design context;
- Development that protects and enhances the existing important open spaces within and adjacent to the site or provides adequate compensatory open space for any loss and which provides an appropriate buffer zone between the development and Greetwell Hollow and satisfactorily addresses access and any visitor management issues arising from the development;
- Development that protects and enhances the setting of the designated heritage assets at Greetwell and the designated SSSI at Greetwell Quarry and which ensures where practicable that the archaeology of ironstone mining is retained with appropriate interpretive material on site;
- Development which addresses the geotechnical issues such as ground stability and mining voids relating to the site and its development;
- High quality, safe and effective pedestrian and cycling links within and adjoining the development including links to the National cycle Route 1 and Sustrans Local Routes;
- Has no direct access onto the Lincoln Eastern Bypass and does not prejudice it's dualling;
- Make provision for an access point to the south via a new junction onto the improved Greetwell Road and to the north via accesses onto Carlton Boulevard and St Augustine Road;
- A range of community / social facilities including a local centre that complements and does not compete with the nearby Carlton Centre;
- 5 ha of flexible employment space, provided on-site at appropriate location(s) serving local needs to be agreed with the local planning authority;
- Education provision through a two form entry primary school on site;
- Phased development which reflects delivery of the Lincoln Eastern Bypass which takes account of views into the site from the proposed bypass, as well as ensuring that proposed residents are protected from noise, drainage and air quality issues that may be associated with the bypass.
- Improved linkages, enhancement and support of green wedges and other green infrastructure.

South West Quadrant (SWQ) – Land at Grange Farm, North Hykeham

Proposals for the SWQ area, as identified on the Policies Map, should provide:

- Approximately 2,000 dwellings;
- A distinctive place to live that has its own identity and respects its local surroundings while providing a distinctive gateway into the City with high quality urban design standards;
- A development that protects and enhances the existing important open spaces within and adjacent to the site and extends the existing green infrastructure into multi-functional movement networks linking land uses, facilities and amenities including the protection of the setting and identity of South Hykeham village;
- The first phase of the Lincoln Southern Bypass initially connecting the A46 at its Newark Road Junction to the site's primary access road. The primary access road will connect Meadow Lane to the north east of the site with construction of the next phase of the Southern Bypass from Meadow Lane to Brant Road, if required, as development progresses informed by the transport assessment and traffic modelling;
- A wide range of community facilities within a local centre;
- Additional mixed-use employment expanding the Boundary Lane Enterprise Park linking with Roman Way;
- Education provision on-site through a primary school;

7.5 Lincoln's Economy

- 7.5.1** The Lincoln area has a need for continued and varied employment development opportunities to enhance competitiveness, prosperity and attractiveness to increase investment. As such, both regeneration initiatives and appropriate and selective strategic new site development are promoted. The important role of tourism, education and cultural development to Lincoln's economy is also fully recognised and promoted.
- 7.5.2** The location of employment uses, particularly higher density employment generating development within or close to central Lincoln and its built up area will ensure that the significant number of new jobs created are readily accessible to the greatest number of new people and that maximum use is made of public transport, cycling and walking for journeys to/from work. Such new development will also help to reinforce the focal role of these more central areas contributing to their continued vitality and vibrancy, for example, workers will tend to regularly use and support existing shops and associated services and facilities already located in these areas. However, within central Lincoln, the amount of land suitable for potential employment development is limited, and it is important that this should not be used for inappropriate, land intensive, low density employment generating development. Whilst each case must be treated on its merits, it would normally be more appropriate for such development to have a less immediately central location.
- 7.5.3** Lincoln's national and international reputation as a major tourist attraction has a considerable beneficial and growing impact on the local economy but the potential for further marketing and development clearly exists. Although successful, there is considerable scope for the further expansion and diversification of this role, not only in relation to the traditional 'uphill' tourist area centred on the Cathedral and castle, but also in relation to other less well known and publicised areas of the City, for example, the Brayford Pool and emerging Cultural Quarter centred on the Collection.
- 7.5.4** To be consistent with the social, economic and environmental aims of this plan, tourist development should support the local economy without alienating the local community or harming the City's fabric. Whilst the 'uphill' Cathedral/ Castle/ Lawn area is expected to remain the prime focus for tourism development, the area could be harmed by an over-concentration

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of activity in a relatively small area. New development should not be limited to new attractions alone, but should also include ancillary services such as visitor reception areas, hotels, cafes and restaurants.

7.5.5 The Brayford Pool and the waterways around Lincoln have been an important feature of the City for centuries. In recent years the Brayford Pool has grown in importance as the focus for boating and boating activities, with direct waterway connections to the River Trent to the west and to the sea at Boston. The Brayford Pool and the banks of Lincoln's waterways have also recently provided the focus for cultural, leisure and educational development. The revival of the area is to be welcomed, but unchecked over-development spilling out from the banks into the Pool and waterways is in danger of causing them to lose their essential open character. It is therefore proposed to protect the openness of the Pool and waterways as valuable public, ecological and townscape assets for the City.

7.5.6 Whilst policies seek to facilitate this future development, it should not be at the expense of either local amenity or the City's unique heritage and environment which should continue to be protected and enhanced as an integral part of the Lincoln experience. Similarly, new development should not exacerbate the City's traffic problems and as such should be accessible by a range of transport modes.

Policy LP31: Lincoln's Economy

Development proposals for Lincoln should, where appropriate, contribute to the delivery of actions as set out in the latest Lincoln Growth Strategy.

In principle, development proposals will be supported where they:

- a. seek to enhance the overall offer that the Lincoln Urban Area provides in terms of the range and quality of employment uses,
- b. provide services and facilities for residents and visitors;
- c. protect and enhance the quality, attractiveness, character and assets of the Lincoln area, and the city centre in particular, as a place to visit, work and live;
- d. maintain the ability of Bailgate to serve its dual functions as both a local shopping area and a visitor shopping area; and
- e. do not detract from the open character of Lincoln's Brayford Pool and waterways.

7.6 Lincoln's Universities and Colleges

7.6.1 The important role that Lincoln's universities and colleges play in Lincoln's economy and in raising skills levels is acknowledged and supported. The higher education student population contributes to the social vibrancy of the City and to the local economy. The role and further development of the University of Lincoln, Lincoln College (the largest educational institution in the county), Bishop Grosseteste (which has recently been granted university status) and the new Lincoln University Technical College are pivotal. Already an important driver of the local economy, it is important that their growth is supported and appropriately managed in order that they can fulfil their full potential and thereby help the City to grow and prosper.

Policy LP32: Lincoln's universities and colleges

In principle, development proposals will be supported where they support the ongoing development

of higher and further education establishments in the City, provided that these are well integrated with and contribute positively to their surroundings.

University / College related development proposals will be supported in principle if the development would facilitate their continued growth and assist in maximising the economic benefits the Universities / Colleges bring to Central Lincolnshire. Support will be given to deliver more efficient and flexible academic buildings and high-quality urban design on the existing Brayford Pool Campus in accordance with Lincoln University's adopted masterplan.

Redevelopment of University / College land and assets will be supported in principle, especially where such redevelopment demonstrably contributes to their continued growth and success.

7.7 Lincoln City Centre

- 7.7.1** Lincoln City Centre is the main area in Central Lincolnshire providing an extensive range of facilities and services including shopping, employment leisure, arts, tourism, public services and higher education. The City Centre has a lively evening economy based on its restaurants, hotels, bars and cultural venues such as the Drill Hall, Engine Shed and Theatre Royal.
- 7.7.2** The City Centre has seen many changes in recent years, most significantly in and around the Brayford Pool including hotels, restaurants, an Odeon Cinema and the further development of the University of Lincoln Campus, development of a Cultural Quarter based around the Collection/ Usher Gallery and significant investment in the Waterside Shopping Centre. As Central Lincolnshire grows, the City Centre will need to continue to evolve to ensure that Lincoln's role as a regional attractor is maintained and enhanced to meet the needs of shoppers, residents, businesses and visitors.
- 7.7.3** Lincoln City Centre benefits from a broad retail offer that currently sustains it as a thriving retail centre. As well as the larger national retailers, it has the diverse/ niche shops of the historic Uphill area and the vibrant entrepreneurial small business market in South High Street. However, in order for the City Centre to remain vibrant and meet current and future needs to sustain future growth there are critical issues which need to be addressed, including:
- ensuring sufficient land for employment and retail development is available
 - managing access and movement within the City Centre
 - ensuring there is adequate parking provision.
- 7.7.4** There are a number of significant developments, most notably the East-West Link and the Transport Hub which aim to improve public accessibility and improve the physical environment of the City Centre. A Parking Strategy and Delivery Plan produced jointly by the City of Lincoln Council and Lincolnshire County Council aims to deliver an inclusive and sustainable parking strategy which delivers reduction in carbon emissions whilst supporting the growth ambitions of the City.
- 7.7.5** The Growth Strategy for Lincoln (2014-2034) outlines a number of challenges facing the City including the need to ensure that growth and development benefits all local neighbourhoods as a result of investment decisions with particular positive impact on the most deprived areas including Wards within the City Centre.
- 7.7.6** The City Centre can be divided into four distinct areas: the uphill and Bailgate Area; the primary shopping area based around the Central Market/ Cornhill/ Stonebow/ upper High Street; the middle High Street around the level crossing (including St. Marks and the Brayford Pool) and the lower High Street as far as South Park roundabout. These distinctive areas

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provide a wide range of services and physical surroundings that makes Lincoln special and a key destination for residents and visitors.

- 7.7.7** The City Centre has a primary role in attracting and maintaining a wide range of activities and services which attract a large number of visitors. It is therefore intended to encourage a wide range of mutually supporting uses within and around the area identified as the Central Mixed Use Area on the policies map. Within this there is a concentration of retail uses within a Primary Shopping Area, as shown on the policies map, which is considered crucial to the City Centre's vitality and viability.
- 7.7.8** Within this area it is necessary to protect important shopping streets which will continue to underpin the economy of the Centre and ensure these streets remain attractive to shoppers. The Primary Shopping Area contains Primary and Secondary Shopping Frontages where ground floor uses will be restricted to shops and other uses such as banks and building societies, cafés and restaurants which people would expect to visit as part of a shopping trip. Other key retail areas along the High Street to South Park roundabout and up Steep Hill along Bailgate to the Westgate Junction are also identified as Secondary Shopping Frontages on the policies map.

Policy LP33: Lincoln City Centre – Primary Shopping Area and Central Mixed Use Area

Within the Central Mixed Use Area as defined on the policies map the following uses will be supported in principle:

- Shops (A1)
- Offices used by the public (A2)
- Food and Drink Outlets (A3, A4 and A5)
- Business (B1)
- Houses and flats (C3)
- Residential Institutions (C2)
- Hotels (C1)
- Student halls of residence
- Community, leisure and recreation facilities (D1 and D2)
- Transport facilities including public car, powered two wheeler and cycle parking which is in accordance with the Local Plan's transport and communication objectives set out in policies LP13 and LP36 and the latest Lincoln Integrated Transport Strategy.

The above in principle support is subject to:

- a. The development not detracting from the vitality and viability of the Primary Shopping Area as shown on the policies map;
- b. The development not resulting in the area in which it is located losing its mixed use character;
- c. Major developments including, or contributing to, a mixture of uses sufficient to add to the overall vitality of the area and to create a purpose and presence extending beyond normal shopping hours. Opportunities to include significant elements of housing should be taken wherever reasonable and possible;
- d. The development not harming the local environment or the amenities which occupiers of nearby properties may reasonably expect to enjoy, such as causing unacceptable levels of disturbance, noise, smell, fumes, dust, grit or other pollution, or reducing daylight, outlook or privacy to an unacceptable degree;

- e. The development not resulting in levels of traffic or on-street parking which would cause either road safety or amenity problems; and
- f. Dwelling houses or other homes not being lost to non-residential uses unless:
 - The level of amenity available in any particular instance is already so poor that continued residential use is not desirable and there is no realistic prospect of the problem(s) being remedied; or
 - The overall development will maintain or produce a net numerical gain in the number of dwellings on the site.

Within the Central Mixed Use Area:

- a. the Primary Shopping Area as shown on the policies map will remain the main focus of "comparison" shopping in Lincoln;
- b. development will be supported for the following uses at ground floor level in the Primary Shopping Frontages and Secondary Shopping Frontages (both as identified on the policies map):
 - shops and food and drink outlets (A1, A3, A4 & A5);
 - financial and professional services (A2) and
 - other uses to which pedestrians may be expected to visit in the course of a shopping, leisure or tourist trip;

provided that;

- within the Primary Shopping Frontage a minimum of 80% of the frontage remains in use class A1 and
- uses other than those falling within Use Class A1 are not concentrated or located in ways that would undermine the vitality and viability of the shopping frontages or undermine wider pedestrian circulation between the Primary Shopping Area and the Uphill/ Bailgate and the St Marks/ Brayford Pool areas.

7.8 District and Local Shopping Centres

- 7.8.1** The Retail hierarchy outlined in Policy LP6 Retail and Town Centres in Central Lincolnshire, applies to retail, leisure, office and/ or related services in the Lincoln Strategy Area. With regard to the Lincoln Urban Area, whilst the City Centre is regarded as the "core" and the focus for the City as a whole, it is recognised that people also identify with their own districts and neighbourhood areas around the City and value not always having to travel to the City Centre to use everyday shops, services and other facilities.
- 7.8.2** This Plan aims to protect these additional satellite centres as places which complement the City Centre, support a mix of local service provision, reduce the need to travel, and provide a focus/ community hub within existing residential areas. They include District centres and Local Centres as defined in Policy LP6. The existing District and Local Centres within the Lincoln Urban Area have been identified from site survey and with reference to the Central Lincolnshire City and Town Centre retail study 2012 and 2015 update (and Town Centre and Sustainable Urban Extensions – Retail Provision Study 2013).
- 7.8.3** The current extent of District and Local Centres is intended to meet local needs during the Plan Period, without threatening the vitality and viability of the Central Shopping Core. To be effective in terms of reducing journey lengths and being 'self-supporting', they should include more than just shops although shops must be seen as a vital component. The objective is

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to achieve a complementary balance between the District/ Local Centres and the Central Mixed-Use Area. New District Centres and Local Centres will also be considered as an integral part of the Sustainable Urban Extension Masterplans.

- 7.8.4** Individual units or small clusters of existing facilities are also acknowledged as potentially being locally important and any change of use proposals will be considered in line with national policy and with reference to Central Lincolnshire Local Plan Policy LP6: Retail and Town Centres in Central Lincolnshire and LP15: Community Facilities.
- 7.8.5** Designated District and Local Centres will be the subject of regular review during the Plan Period.

Policy LP34: District and Local Shopping Centres

The Central Lincolnshire Authorities will support the maintenance and development of a network of attractive, thriving and accessible District and Local Centres to serve the neighbourhoods within the Lincoln Urban Area.

Within the Lincoln Urban Area any proposals for retail, leisure and/or office development in or on the edge of a District and Local Centre will be required to:

- Contribute to the vitality and mix of uses in the Centre, and meet a need within the immediate locality;
- Be appropriate in scale and nature to their location;
- Prioritise and promote access by walking, cycling and public transport; and
- complement but not compete with the City Centre and Central Shopping Core

The following are designated as District Centres to serve the Lincoln Urban Area;

- Birchwood
- Nettleham Road
- Wragby Road/ The Carlton Centre
- The Forum (North Hykeham)
- Hykeham Green (North Hykeham)

The Lincoln Area

The following are designated as Local Centres to serve the Lincoln Urban Area;

- Burton Road
- Junction of Boultham Park Road and Skellingthorpe Road
- Monks Road (including Post Office and Co-op Food Store)
- Newark Road (Bracebridge)
- Bracebridge Heath
- Newark Road Crossroads (North Hykeham)
- Corner of Elizabeth Road
- Newport
- Junction of Woodhall Drive and Sudbrooke Drive
- Junction of Lamb Gardens and Macauley Drive
- Skellingthorpe Road
- Junction of Rookery Land and Newark Road
- Moorland Avenue
- Redwood Drive

Additionally, new District and Local Centres will be required in relation to the proposed Sustainable Urban Extensions (SUEs) in the Lincoln area, in line with Policy LP27.

7.9 Regeneration and Opportunity Areas

- 7.9.1** A key component of the Local Plan is harnessing the opportunity for new development to act as a catalyst for regeneration particularly in areas where there is an identified need or opportunity for renewal. The Lincoln Growth Strategy (2014) outlines the growth ambitions for the City, and the creation of employment and provision of housing are identified as priorities to continuing delivery of Lincoln's strong economic growth.
- 7.9.2** The following policy seeks to promote opportunities for investment and development in places where this will improve the local environment, produce the greatest social and economic benefits for local communities and fit best with the principles of sustainable development. Within the City there are a number of areas, as shown on the Policies Map, which are in need of concerted action to encourage inward investment and where a flexible approach to development will be encouraged in order to achieve this.
- 7.9.3** It is therefore proposed that within the Regeneration and Opportunity Areas as listed below and shown on the Policies Map, a broad mix of development including housing, employment and retail will be encouraged in line with the following policy.

Policy LP35: Regeneration and Opportunity Areas

In recognition of the potential for future development to act as a catalyst for regeneration and renewal, the following areas within the City of Lincoln have been identified as being suitable for a broad range of development proposals consistent with the priorities, ambitions and principles outlined in the Lincoln Growth Strategy 2014-2034:

Waterside North/ Spa Road:

Planning permission will be granted for the appropriate redevelopment of sites in the regeneration area for housing, including accommodation for students, either solely or as part of a mixed use development in association with:

- Business use (B1);
- Education and community use (D1); and
- Small shops/ cafés/ restaurants on the ground floor along the waterfront.

The development shall take full advantage of the opportunities afforded by the riverside frontage and provide or contribute proportionately to the upgrading of Waterside North to incorporate footway/ cycleway provision to encourage a modal shift for the short journeys from the regeneration area to and from the City Centre.

South High Street Area:

Planning permission will be granted for appropriate development in the regeneration area for housing (mostly above ground floor level) small shops, cafés, restaurants, pubs/ bars and offices (A2 ground floor/ B1 above) provided the proposals:

- Respect the historic street pattern and take account of the existing townscape character of the area with reference to the Lincoln Townscape Assessment;

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- Ensure existing historic shopfronts are retained and refurbished and where new shopfronts are proposed they shall be designed in accordance with policy LP26: Shop Fronts and Advertisements; and
- Take account of and, where appropriate, enhance existing pedestrian and cycle routes.

Firth Road Area:

Planning permission will be granted for the appropriate redevelopment of sites in the regeneration area for housing, including accommodation for students, either solely or as part of a mixed use development in association with

- Business use (B1);
- Education and community use (D1); and
- Small shops/ cafés/ restaurants on the ground floor along the waterfront.

The development shall contribute proportionately to the upgrading of footway/ cycleway provision to encourage a modal shift for the short journeys from the regeneration area to and from the City Centre.

Land East of Canwick Road

Planning permission will be granted for the appropriate redevelopment of the site in the regeneration area for leisure, employment and housing subject to

- Business use (B1);
- Leisure
- Education and community use (D1); and
- Small shops/ cafés/ restaurants on the ground floor along the waterfront.

The development shall contribute proportionately to the upgrading of footway/ cycleway provision to encourage a modal shift for the short journeys from the regeneration area to and from the City Centre.

7.10 Transport and Movement

7.10.1 The Lincoln Integrated Transport Strategy (2013) outlines the long term transport investment in the City and surrounding area and provides details of the key transport schemes for the Lincoln area. In general terms the transport strategy for the Lincoln area is one that seeks to ensure that access and movement are addressed alongside growth to minimise congestion and cut carbon emissions. Some key schemes are identified below.

7.10.2 The **Lincoln Eastern Bypass** aims to minimise traffic congestion, support Lincoln's growth as a principal urban centre, and enhance the inner-city environment. As a result of a provisional allocation of £50M funding from Central Government in 2011, a planning application for a single carriageway was granted in June 2013. A public Inquiry took place in August 2015 to consider the cases for and against the Compulsory Purchase Order and Side Roads Order which are needed for the project to proceed. Subject to the final decision being granted, works are expected to commence in summer 2016 with an expected 2 year build period.

7.10.3 A new **Lincoln Southern Bypass** would link the proposed Eastern Bypass (at the A15 Sleaford Road) with the existing A46 Western Bypass (at its junction with Newark Road), creating (with the Eastern Bypass) a complete Lincoln ring road. The authorities see this as part of the solution to the city's transportation challenges and the proposal features in the

Lincoln Integrated Transport Strategy. A Preferred Route has been established, as indicated on the Policies Map.

- 7.10.4** The **Lincoln East-West Link Road** aims to improve transport links across the City, and reduce traffic congestion, noise and air pollution, whilst allowing the continued improvement of public transport, walking and cycling. The new road is situated in the centre of Lincoln, to the south of the railway line and railway station. The road will allow traffic to flow east to west and vice versa across the city and will link the High Street with Pelham Bridge via an extension to Tentercroft Street and a new bridge over Sincil Dike. Work on site started late autumn 2014 and the road is expected to be completed in late 2016.
- 7.10.5** The **Lincoln Transport Hub** is a multi-million pound major transport-related regeneration scheme that will provide vastly improved transport facilities and public realm enhancements for the City Centre. The project consists of a brand new modern bus station, multi-storey car park, pedestrian footbridges over the railway, improved public realm and retail and office development. The project has been awarded £11 million indicative funding from the Department for Transport and a planning application was submitted in June 2015 and, subject to permission being granted, work is due to be completed by mid 2018.
- 7.10.6** Improvements in the **Bus network** continue to be made in the Lincoln area and bus operators have been closely involved in the emerging proposals for the Lincoln Transport Hub to ensure the proposals provide a significant improvement to bus users and visitors alike.
- 7.10.7** The delivery of **Park and Ride** is still viewed as crucial element of the sustainable transport strategy for the Lincoln area. Opportunities to bring forward and deliver Park and Ride are continuing to be explored through a Park & Ride Working Group chaired by Lincolnshire County Council. Particular focus is also being made to explore options connected with Park & Rail as a further way of encouraging modal shift.
- 7.10.8** Significant investment and improvements have been made into the local **Rail Network** including most notably increased capacity and additional stops on the Lincoln-Newark-Nottingham line. Additional services are being rolled out to provide more direct trains from Lincoln-London on the East Coast Main Line. Level crossing safety improvements are being made with two new pedestrian footbridges being built in the City centre.
- 7.10.9** A new **Parking Strategy** (September 2014) aims to deliver a truly inclusive and sustainable parking strategy which delivers reduction in carbon emissions whilst supporting the growth ambitions of the City.
- 7.10.10** A number of other sustainable travel initiatives have and are being delivered by Central Lincolnshire partners including the Access LN6 project which was a £6.5 million programme to improve sustainable transport options in the LN6 postcode area of Lincoln and Hykeham, in South-West Lincoln to achieve modal shift. This work is now being taken forward through Access Lincoln and will continue to promote sustainable transport across the city. It is encouraging people to walk, cycle, use public transport and car share, as well as supporting key infrastructure projects in Lincoln.

Policy LP36: Transport Priorities/ Movement Strategy

In line with the latest Lincoln Integrated Transport Strategy, development proposals which contribute toward the delivery of a sustainable transport approach for the Lincoln area will be supported. All new developments should demonstrate, where appropriate that they have contributed toward the following Sustainable Transport measures:

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- a. Supporting sustainable growth in the Lincoln area through making best use of the existing transport infrastructure and contributing toward it where additional needs are created as a result of development;
- b. Support the Lincoln Eastern Bypass and East West Link which will reduce congestion, improve air quality and encourage regeneration of the City;
- c. Encouraging and supporting development proposals that contribute positively toward the centre of Lincoln and reduce the need to travel especially by car and encourage the use of public transport in line with emerging plans such as those for the Lincoln Transport Hub;
- d. Supporting the promotion of an integrated public transport system through facilitating provision and encouraging use of the local bus network and rail network and by developing Park & Ride/Park and Rail;
- e. Promoting Sustainable Transport Initiatives through supporting schemes such as Access Lincoln which maximises opportunities for people to make more sustainable journeys by walking, cycling, public transport, car sharing and development of travel plans;
- f. Helping to achieve the aims and objectives contained within the Lincoln Parking Strategy which seeks to deliver reduction in carbon emissions whilst supporting the growth ambitions of the City;
- g. Improving accessibility where possible for those who do not have readily available access to a car.

In order to enable delivery of both the Lincoln Eastern Bypass (current status: with planning consent) and the Lincoln Southern Bypass (current status: preferred route), the two routes are identified on the Policies Map and safeguarded for such purposes. Any development proposal on or near either route, which would prejudice the efficient and effective delivery of either of the bypasses, will be refused.

7.11 Sub-division and multi-occupation

- 7.11.1** Lincoln's population has grown considerably in recent decades including inflows of students and migrant workers. It is important that the housing needs generated by these people are met, with shared accommodation often being a preferred choice for many, for a variety of reasons. Whilst such accommodation does meet a particular housing need, it can cause difficulties where there is a high concentration in a particular area. Problems mainly occur where there is a concentration of dwellings with a rapid turnover of residents or a concentration of converted dwellings in an established residential area causing an imbalance in those communities which can have negative effects. These can include an increase in parking pressures and a decreased demand for local shops and services which can lead to their closure. It can also lead to a rise in anti-social behaviour and crime levels and put pressure on family housing as owner occupiers and buy to let landlords compete for similar properties and inflate rental prices. The insensitive conversion of buildings can also have a negative effect on the occupants and their neighbours with communal rooms and bedrooms sharing party walls. It is therefore felt necessary to control the location, design and management of such properties in order to ensure that communities do not become unbalanced and that residential amenity is protected.
- 7.11.2** City of Lincoln Council has therefore made an Article 4 direction to remove permitted development rights relating the houses in multiple occupation. From 1 March 2016, planning permission will be required for development comprising a change of use from a traditional dwelling house (Use Class C3) to a house in multiple occupation for between 3 and 6 unrelated people (Use Class C4). A Houses in Multiple Occupation Supplementary Planning Document (SPD) will outline how the Council intends to implement the Article 4 direction and manage the development of houses in multiple occupation by setting out criteria that will be used in

the determination of any planning application for the development of these properties within the city's administrative boundary.

- 7.11.3** The needs of those requiring subdivided or multi-occupancy living can also be met through the development of purpose built accommodation which increases choice for those people and eases the pressure on existing residential areas. Therefore, purpose built accommodation that helps to meet this identified need will be encouraged in appropriate locations, provided that it meets the criteria listed in the policy below.

Policy LP37: Sub-division and multi-occupation of dwellings within Lincoln

The conversion or change of use of existing dwellings and buildings in other uses to self-contained flats or shared accommodation including houses in multiple occupation will be supported where:

- a. the existing dwelling or building is capable of conversion without causing harm to the amenities of future occupants, neighbours and the wider area;
- b. in the case of an existing dwelling, it can be demonstrated there is an established lack of demand for the single family use of the property concerned;
- c. the development will not lead to or increase an existing over-concentration of such uses in the area;
- d. adequate provision is made for external communal areas; bin storage and collection; and on-site parking and cycle storage unless it can be demonstrated that the site is sustainably located on a regular bus route or within walking distance of the City Centre; and
- e. for student accommodation, university/college facilities are accessible by walking, cycling and public transport.

Purpose built accommodation will be granted within appropriate locations where the criteria set out in a to e above are satisfied.

Gainsborough

8.1 Introduction

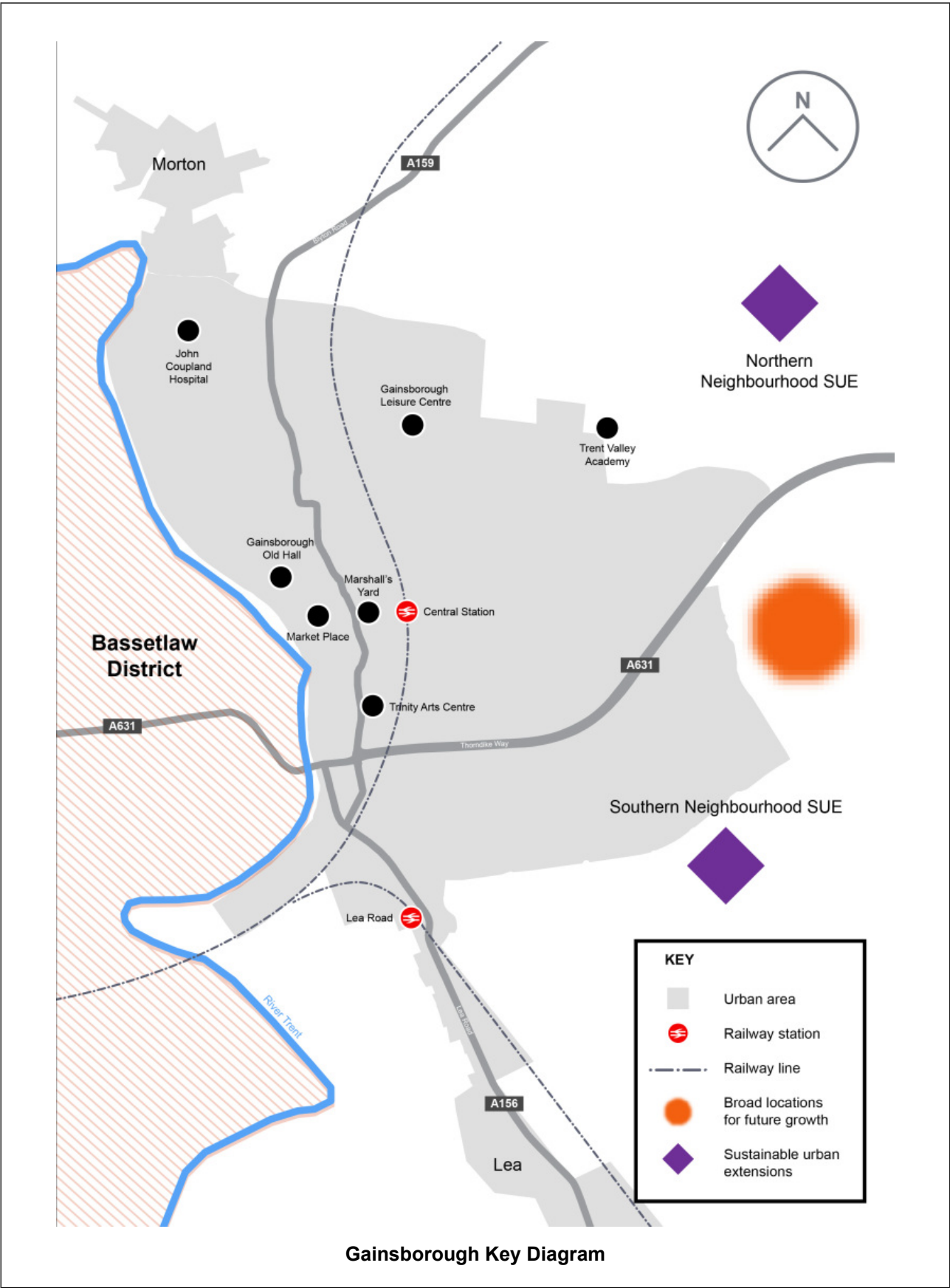
- 8.1.1** This Local Plan provides a clear and deliverable growth strategy for Gainsborough that provides for significant housing and employment growth to support new investment and in turn create a strong, diverse and high quality local economy with a broad range of employment opportunities. Such growth will create a thriving service centre for its rural hinterland. A number of regeneration schemes within the town have been identified that will provide new and broader housing choice, strengthening the town's employment, social, environmental and public realm development and driving forward many other local improvements. The aim is to create a town centre that is well-integrated, with a strong retail-led economic base and a healthy offering of other service, leisure, cultural and housing provision.

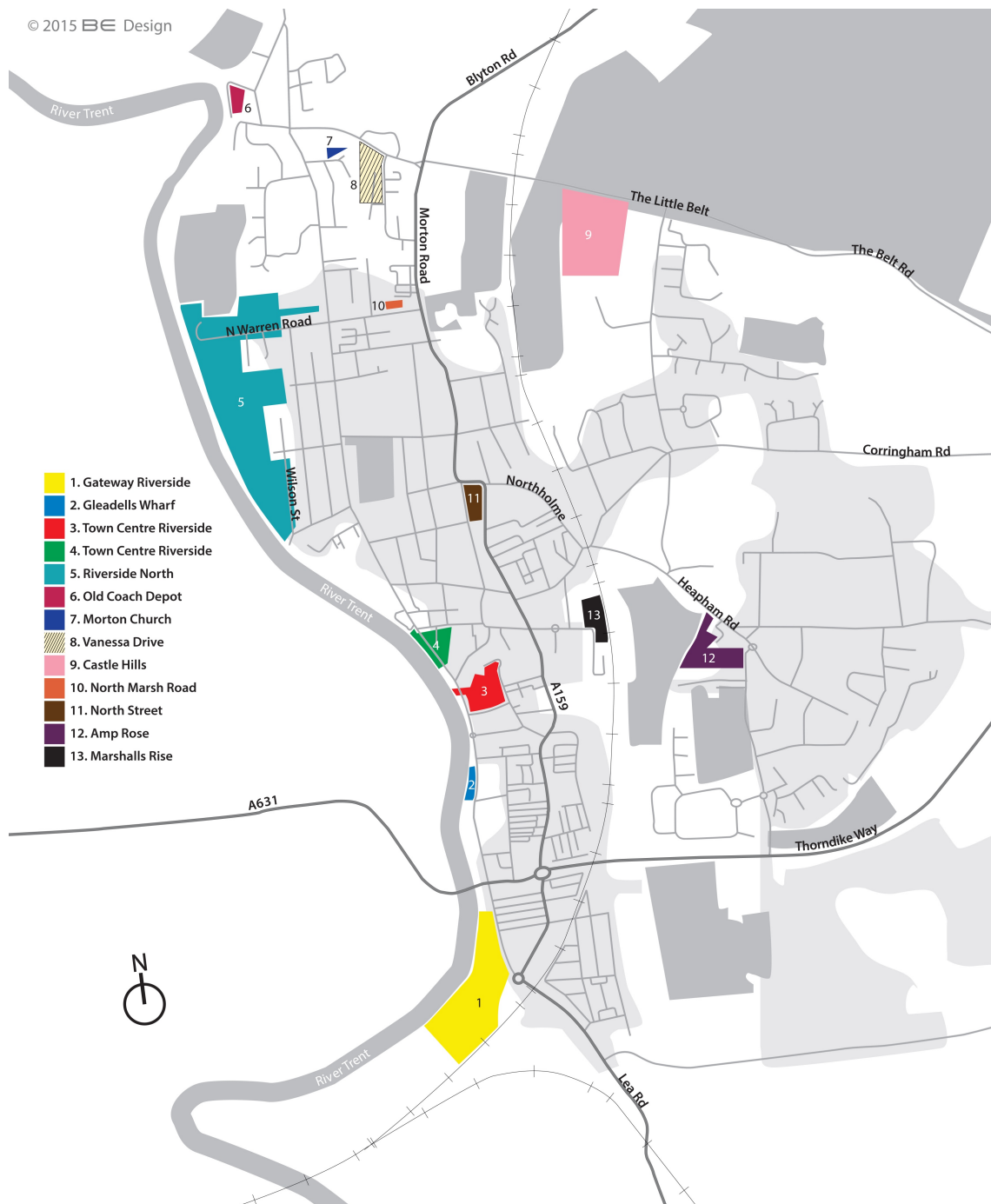
8.2 A Growing Gainsborough

- 8.2.1** Gainsborough has the ability to accommodate significant growth and a strong appetite for regeneration that will help drive the expansion of the town. The town benefits from strong connections to a number of other regionally important towns and cities and evidence suggests a good level of economic containment within the built-up area of the town, due to the mix of large employers and retail offerings.
- 8.2.2** Gainsborough's Growth Point [add date] status established a clear recognition of the potential for significant economic growth and for an expansion of the town's built area, boosting both the local population and Gainsborough's regional role. This is further supported by the ongoing work in partnership with the Homes and Communities Agency to ensure delivery of key regeneration sites. Much of this growth is planned to be delivered through Sustainable Urban Extensions (SUEs) that will underpin an ambitious regeneration programme in the town centre and build on the successful employment and retail bases that have grown and developed in recent years.
- 8.2.3** Gainsborough benefits from a number of buildings of architectural and historical merit. Historic street patterns and passageways can still be identified within the traditional town centre area that connect the existing town to its vibrant past. Parts of the riverside, from Chapel Staithe to the Old Hall have unique significance to the town's medieval heritage, with mill and warehouse buildings a reminder of Gainsborough's later role as an important inland trading port. Integrating these assets into regeneration proposals is vital to ensure that the town's rich history is preserved and enhanced, and forms a prominent part of the new development proposals that will cement Gainsborough's future.
- 8.2.4** Policy LP2 identifies that during the plan period Gainsborough will seek to deliver at least 4,435 new homes. The Gainsborough Strategy Area Study (2015) has assessed the wider role of Gainsborough and provides the evidence that underpins the approach to locating all new growth within, and adjacent to, the existing built-up area (BUA) of the town. The BUA is defined as Gainsborough, the new Urban Extensions, plus the villages of Lea and Morton. This growth option will ensure that the new growth delivered will most directly benefit and facilitate the regeneration of Gainsborough town centre, and that investment will be concentrated on development and job creation to ensure that the longer term large-scale expansion of the town is realised.
- 8.2.5** West Lindsey District Council (WLDC) is committed to maximising the re-development of key brownfield sites that, in addition to the SUE's, will underpin Gainsborough's future housing growth. To support the delivery of these sites initiatives are already underway, including establishing a Housing Zone to regenerate key brownfield sites, and the targeted use of Local Development Orders (LDO). A [add date] LDO for an existing mixed use allocation has attracted the support of the Homes and Communities Agency to develop this work and deliver a mix of new homes.

- 8.2.6** The Housing Zone is focused on the brownfield sites shown on the map on the following page and these sites now benefit from Government support in the form of funding to help 'unlock' their potential for development. In turn, this will assist in stimulating growth, encourage greater confidence in the housing market and maximise the benefits of the available national initiatives that support regeneration. The sites within the Housing Zone are planned to deliver at least 900 new homes.
- 8.2.7** Gainsborough's employment and economic base includes a successful network of manufacturing businesses with an appetite for growth and business development in the locality. This includes a high percentage of blue chip manufacturing businesses that can take advantage of both the existing skills sets and of the network of strong international companies located in the town. Employees benefit from easy links to the surrounding towns and villages with a wide variety of places to live very close by, in addition to Gainsborough itself; from larger towns and cities such as Lincoln and Sheffield (Gainsborough has direct rail links to both) through to small villages and quaint rural hamlets. The area offers an attractive part of the country to live and relocate to that is supported by excellent schools and reasonably priced housing.
- 8.2.8** In order to deliver and support a strong level of economic growth within Gainsborough, the Local Plan provides for the development of a large scale strategic employment site on land north of Marshall Way, and extending the existing Heapham Road Industrial Estate – see Policy LP5.
- 8.2.9** Existing undeveloped land and green spaces help to maintain the individual identities of Lea and Morton and prevent further coalescence with Gainsborough. In accordance with Policy LP21, areas of land have been identified on the Policies Map which are protected from future development.

Gainsborough





Greater Gainsborough Housing Zone Map

Gainsborough

8.3 Gainsborough's Urban Extensions

- 8.3.1** In addition to development within the existing built up area, three large scale Sustainable Urban Extensions (SUEs) have been identified for the long term sustainable growth of Gainsborough, which once complete will more than double the size of the town's population base.
- 8.3.2** Two of these SUEs (Southern and Northern) will commence delivery in the plan period, and provide around 3,200 dwellings to 2036, and a further 1,800 dwellings post 2036. A third SUE (Eastern) is unlikely to commence within the plan period, but is identified (see Policy LP54) as a 'broad location' for future growth post 2036.
- 8.3.3** Should strong economic growth, high housing delivery and clear masterplaning be put in place by 2026, then in principle greater than 3,200 dwellings could come forward on these three SUEs in the plan period to 2036.
- 8.3.4** Overall, allocations identified on the Policies Map, together with dwellings already built or committed since 2012, amount to around 4,500 dwellings in the plan period for Gainsborough (i.e. slightly above the 12% target set by Policy LP3), though there is clear capacity for more growth in the plan period, should the conditions be favourable.
- 8.3.5** The following policies provide further site detail and requirements for development within the SUEs and also present a policy for ensuring that the overall level of growth can be maintained in the event that the forecast delivery of the SUEs are not fully realised.

8.4 Gainsborough Southern Neighbourhood

- 8.4.1** This area of land is south of the existing built up area of the town. An Outline Planning Consent for this development was granted in 2010 and a reserved matters application for the first phase of this development is expected during late 2015.
- 8.4.2** The Outline Planning Consent confirms that this SUE will comprise a suitable mix of new residential types and tenure, together with a new Local Centre, employment land, new Local Centre and associated infrastructure.

Policy LP38: Gainsborough Southern Neighbourhood SUE

The Gainsborough Southern Neighbourhood SUE, as identified on the Policies Map, is allocated for approximately 2,500 dwellings, of which 1,600 dwellings are anticipated to come forward in the plan period to 2036.

Development of this SUE is likely to come forward in accordance with the Outline Planning Consent for the site granted in 2010. However, should an alternative permission be sought for the site then in addition to the generic requirements for SUEs in Policy LP28, development will be required to meet the following specific requirements:

- Employment land to accommodate around 15,000 m² of Class B1 (Business) and B2 (General Industrial) uses such as small offices, start up business premises and other small scale industry compatible with a residential area and the location;
- Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland;
- A new Local Centre of an appropriate scale and nature, providing for retail (Class A) uses of around 2,000 m², community uses and services, including for health and community policing;

- Additional retail provision of very limited scale and nature at up to two further locations; and
- Two on-site primary schools and proportionate contributions towards improving education provision in the Gainsborough Area.

8.5 Gainsborough Northern Neighbourhood

Gainsborough Northern Neighbourhood

- 8.5.1** This area is to the north of Gainsborough, and will be similar in nature and scale to the Southern Neighbourhood SUE, but has yet to receive the benefit of any form of planning consent.

Policy LP39: Gainsborough Northern Neighbourhood SUE

The Gainsborough Southern Neighbourhood SUE, as identified on the Policies Map, is allocated for approximately 2,500 dwellings, of which 1,600 dwellings are anticipated to come forward in the plan period to 2036.

In addition to the generic requirements for SUEs in Policy LP28, development will be required to meet the following specific requirements:

- Approximately 2,500 dwellings, with 1,600 dwellings anticipated in the plan period;
- Approximately 7ha of employment land for Class B1/B2/B8, with delivery phased before or alongside dwellings completions. Employment premises provided must include start-up and small business premises, and an overall emphasis on B1 uses;
- Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland;
- A new Local Centre of an appropriate scale, providing for retail, services and community uses of a local nature in line with Policy LP20; and
- Education provision, including the provision of an on-site primary school and proportionate contributions towards improving secondary education provision in the Gainsborough Area.

8.6 Gainsborough Riverside

- 8.6.1** In addition to protected spaces to the north and south of the town, Gainsborough's waterfront is a highly important local asset, offering; attractive vistas of the open countryside across the River Trent; important public space; and presenting opportunities for additional public realm improvements as the town centre and riverside regeneration plans are realised.
- 8.6.2** The following policy protects the existing waterfront walk from any form development, unless that development forms part of, or is clearly and strongly connected to, well-planned public realm improvements.

Policy LP40: Gainsborough Riverside

All relevant development proposals must assist in the delivery of longer term aim of creating an uninterrupted and attractive pedestrian and cycle corridor connecting Gainsborough with the settlements of Lea to the South and Morton to the north.

Gainsborough

As such, all development proposals for sites that are located adjacent to the River Trent in Gainsborough, Lea and Morton (and sites between those settlements), including sites for the redevelopment of all land and/or existing buildings positioned adjacent to the river, will be required to demonstrate how they will enhance the existing river front walk and improve the connectivity between this area and the town centre. Where possible all waterside development proposals must seek to extend and build upon the existing public realm improvements in this waterside area and increase the opportunities for an enhanced pedestrian and cycle network.

Sites adjacent to the river that do not yet contain public open space or that are currently unconnected to the riverside walkway, will be required to make provision for the extension and continuation of the riverside walk.

8.7 Regenerating Gainsborough

- 8.7.1** Gainsborough is the main service centre for West Lindsey, the host for a range of civic and public administration services and is the main retail and employment location in the district. In 2007 the flagship retail development – Marshall's Yard – was opened in the former listed Britannia Works, which has raised the profile of Gainsborough as a shopping and leisure destination. This provides a strong catalyst for additional retail growth and, through improved linkages into the town centre, the riverside and to important heritage assets, there is an opportunity to develop a new and modern shopping experience in Gainsborough.
- 8.7.2** The riverside area and buildings such as the Old Hall and All Saints Church, together with several higher quality buildings across the core areas of the town represent significant assets for the town. New public realm work to improve the layout and multi-functional use of the historic Market Place have been completed as the first stage of enhancing the built environment in the town centre, setting the scene for further rejuvenation of this area.
- 8.7.3** The role of the Local Plan is to support measures that will further enhance the whole of the town centre, including a series of interventions that will create a clear role for the town centre. Key issues include:
- To build on the success of Marshall's Yard by identifying and maximising development opportunities associated with the Market Place, Riverside and Gainsborough Old Hall areas to enhance the town's growing role as a sub-regional retail destination;
 - Integration and linkages between the successful Marshall's Yard development, the town centre and the riverfront;
 - Securing a vibrant and dynamic town centre with a sustainable mix of uses which will strengthen and complement the existing offer, including retail, leisure, offices, health, housing and a quality public realm;
- 8.7.4** A Strategic Town Centre Investment Plan is being prepared to explore the full range of issues necessary to understand the challenges and opportunities facing the town centre and to identify a range of projects. The Investment Plan is focused on tackling the above issues.

Policy LP41: Regeneration of Gainsborough

Development proposals should assist, where possible, in meeting wider objectives of the Gainsborough regeneration and investment plans and the most up to date Town Centre Masterplan.

In particular, development proposal will be supported which:

- Enhance linkages to / from Marshalls Yard, Market Place, Market Street, the Riverside and any other key heritage assets;
- Strengthens the existing retail area of the town centre, through increased and/or improved retail offer, together with some complementary uses as appropriate;
- Deliver mixed use regeneration of the Riverside Area, including high quality public realm provision; and
- Deliver improved public transport facilities and connections

8.8 Gainsborough Town Centre Boundary and Primary Shopping Area

- 8.8.1** National Planning Policy requires Local Plans to define the extent of town centres and primary shopping areas.
- 8.8.2** The town centre area for Gainsborough as defined on the Policies Map reflects the priority growth areas associated with the continued use, planned growth and regeneration of the main retail, employment and leisure locations. It is of a greater extent than previously identified areas in order to support the development of a more strategic approach to planning future town centre development and ensure the promotion of greater connectivity between different parts of the town and the main infrastructure that surrounds the town.
- 8.8.3** Within the Primary Shopping Area (which has a tighter boundary than the town centre boundary) retailing will continue to be the predominant land use and will be protected to retain and enhance the retail base established in the town centre.
- 8.8.4** The NPPF identifies office and residential uses as suitable town centre uses. While the value of these uses in centres is recognised, these are only likely to be appropriate in upper floors in the Primary Shopping Area or on the periphery of the town centre as part of a mixed use scheme. These uses would not provide active frontages and are likely to cause harm to the vitality and viability of the primary retail core through diluting the identity of the area as a focus for retail activity.

Policy LP42: Gainsborough Town Centre and Primary Shopping Area

Proposals for town centre uses will be supported within Gainsborough Town Centre, as identified on the Policies Map, provided that the proposed development is compatible with the use of adjacent buildings and land.

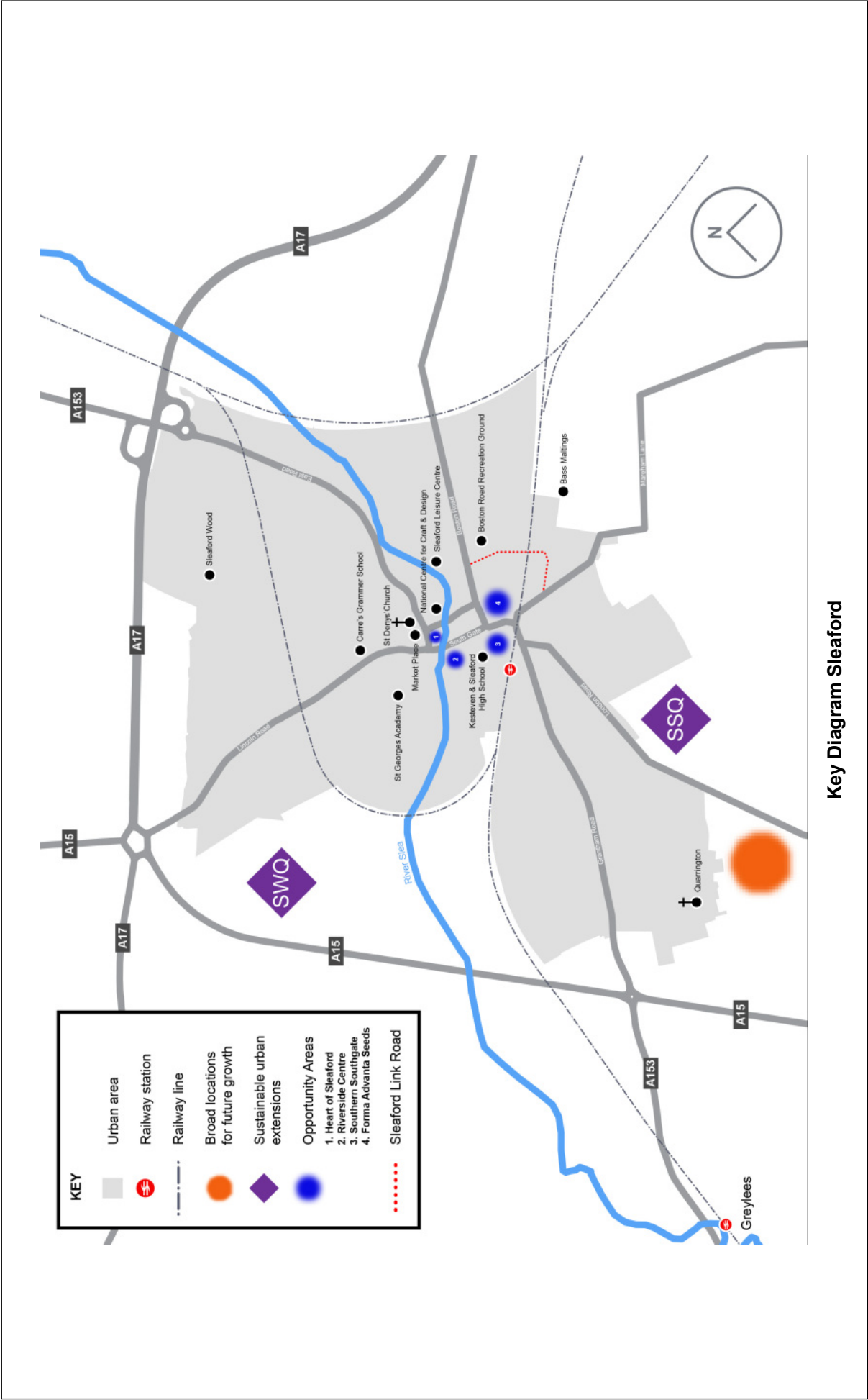
In the identified Primary Shopping Area, proposals for non-retail use will only be supported if:

- a. They are a recognised town centre use (unless the proposal is for development above ground floor, in which case residential or appropriate business uses would also be supported); and
- b. Would not result in the over concentration of non-retail uses in the broad area in which the proposal is set; and
- c. Would have no demonstrable impact on the vitality and viability of the centre as a whole.

Sleaford

9.1 Introduction

- 9.1.1** Sleaford is a historic market town situated on the River Slea in the heart of Lincolnshire. It is the main retail, service and employment centre for people living in the town and in the surrounding villages.
- 9.1.2** Sleaford has experienced rapid population growth over the past 30 years rising from 8,000 in 1981 to around 18,000 today with a further 30,000 people living within 10 miles of the town. Growth has largely been the result of people moving to the area attracted by the quality of life, low crime rates, relatively low house prices, good-quality education and its central location with good road and rail links to national employment centres including to London. The quality of life Sleaford offers means that the town will continue to experience pressure for further growth.
- 9.1.3** Sleaford has very low levels of unemployment and thriving industrial estates with growing companies in the food, manufacturing and engineering sectors. In recent years there has been significant growth in the wider services sector, particularly business to business, sports leisure and retail, leading to overall improvements in GVA.
- 9.1.4** Sleaford hosts the National Centre for Craft and Design, a major tourist attraction located in the town centre. The town has a strong heritage, an attractive market place and a tight urban grain.
- 9.1.5** The River Slea runs through the Town Centre assisting to provide a pleasant environment. Parts of the town are in need of regeneration, including the approach to the Town Centre from the railway station and the extensive former Bass Maltings which is a Grade II* Listed Building. Regeneration, infrastructure investment, and a full realisation of the benefits offered by Sleaford's assets and location could unlock the town's potential as an exemplar living, working, shopping and recreational environment and to enhance Sleaford's role within Central Lincolnshire and beyond.
- 9.1.6** In March 2011, a 25 year masterplan for Sleaford was completed and sets out a vision for Sleaford and a comprehensive strategy for the town, including a series of projects to unlock the town's potential through environmental improvement and opportunities for the creation of new attractions. The principles of that masterplan remain a sound basis for developing the town.



Key Diagram Sleaford

Sleaford

9.2 A Growing Sleaford

- 9.2.1** Sleaford is identified to accommodate around 12% of Central Lincolnshire's growth in new homes and employment land over the plan period. Most of the growth will be focused in two large scale Sustainable Urban Extensions (SUEs) to the existing built up area of Sleaford, known as Sleaford South Quadrant and Sleaford West Quadrant, that can be masterplanned with appropriate infrastructure, a range of facilities and fully integrated with Sleaford.
- 9.2.2** Sleaford South Quadrant will be a natural expansion to the main built up area to the South of the town and should be fully integrated with existing communities and provide for much needed services in this part of Sleaford. Whilst the site is not considered to be appropriate for large scale employment uses due to impacts on the highway network, it has the potential for small scale employment work space.
- 9.2.3** Sleaford West Quadrant is located west of the town in close proximity to the A15. The site offers an opportunity to diversify the existing employment offer of the town through the provision of high quality employment integrated into an attractive residential environment, benefitting from a prominent position and access to the A15. The development should include a minimum of 3 ha of employment land adjacent to the A15 targeted towards knowledge intensive enterprise (B1 use class). This will add to the diversity of employment opportunities available in the town.

Policy LP43: A Growing Sleaford

The growth and regeneration of the Sleaford Area will be delivered through a co-ordinated and sustainable approach to planning and development, linking housing and economic growth with infrastructure improvements, whilst protecting and enhancing Sleaford's natural environment, heritage assets and local distinctiveness.

Sustainable Urban Extensions

In addition to the generic requirements for Sustainable Urban Extensions in Policy LP28, development at the following strategic sites will be required to meet the following specific requirements:

Sleaford South Quadrant (Land at Stump Cross Hill and land to the south-east of London Road)

Development at Sleaford South, as identified on the Policies Map, should result in the creation of a comprehensively planned, new sustainable neighbourhood to the South of Sleaford, comprising around 1,450 dwellings. The first phase of development should take place on the land immediately adjoining the existing built up area of Sleaford and include the provision of the new Local Centre. More specifically, proposals for this area should:

- a. Deliver a new Local Centre of a sufficient scale to meet the day-to-day needs of the Sleaford South new community and nearby residents, and to include:
 - i. a 450m² health centre
 - ii. a 450m² community centre
 - iii. retail units including a single 440m² foodstore and a further four 100m² retail units
 - iv. a 450m² nursery school
 - v. a 700m² public house
 - vi. a 0.64ha care home site
 - vii. provision for small start-up offices

- b. provide an on-site two form entry primary school of 1.8ha site area and proportionate contributions towards improving secondary and sixth form education in the Sleaford Area;
- c. contribute as appropriate to upgrading utilities services in the wider Sleaford Area
- d. provide vehicular access via London Road only, but incorporate cycle, pedestrian and bus connections into the adjoining Southfields Estate;
- e. provide appropriate mitigation measures to any unacceptably adverse transport impacts on Silk Willoughby, Quarrington, King Edward Street and Castle Causeway, the junction between London Road and Grantham Road and minor roads linking London Road to Grantham Road
- f. deliver an extension of a shared footpath and cycleway along London Road;
- g. maximise the opportunities associated with the proximity of the site to the Sleaford Railway Station and include measures to encourage rail travel, including contributions towards the delivery of a pedestrian footbridge at Sleaford Southgate level crossing;
- h. provide on site a network of green infrastructure and public open space which links into the wider green infrastructure network for the Sleaford Area, maximising the potential (and mitigates the impacts) associated with Moor Drain, and which achieves strong, though carefully planned, connections to Mareham Pastures Local Nature Reserve
- i. provides on site sports pitches, a site for a pavilion/changing facility and allotments;

Sleaford West Quadrant (Land to the west of Drove Lane and to the east of the A15)

Development at Sleaford West Quadrant, as identified on the Policies Map, will result in the creation of comprehensively planned, new sustainable neighbourhood to the West of Sleaford of up to 1,600 dwellings (subject to technical studies which may reduce this figure). The first phases of development are likely to include the provision of an appropriate, limited scale (informed by traffic modelling) of residential development served from Covell Road, Stokes Drive and St Deny's Avenue. The provision of a new roundabout off the A15 will be required to deliver subsequent phases of the development. More specifically, proposals for this area should:

- a. deliver a new local centre of around 1 ha to meet the day-to-day needs of Sleaford West Quadrant new community and nearby residents, incorporating provision of local retail facilities, services and community uses.
- b. provide a new healthcare facility of 0.5ha adjoining the local centre;
- c. provide a minimum of 3ha of mainly use class B1 employment land including a range of premises to complement the existing employment offer in the Sleaford area;
- d. provide an on-site two form entry primary school of 1.8ha site area and secondary education facility of 5.5ha site area;
- e. support the delivery of the Sleaford East West Leisure Link to connect the town centre to green wedges and improve connectivity, as identified in the Sleaford Masterplan;
- f. ensure access is provided via The Drove for pedestrians, cyclists, buses, existing residents and businesses and allotment holders, but not for residents of the new dwellings;
- g. deliver primary vehicular access for the development via a new junction with the A15 with appropriate measures to manage any adverse impact on movement within the wider Sleaford Area and the Town Centre in accordance with the aims and objectives of the Sleaford Transport Strategy. Secondary accesses will be provided from Covell Road, Stokes Drive and St Deny's Avenue;
- h. Include a range of measures which promote safe walking and cycling which maximise opportunities associated with the proximity to the River Slea and connect the site to the Town Centre;
- i. Provision on site of green infrastructure and public open space of around 11ha, which links into the wider green infrastructure network for the Sleaford Area and includes multifunctional, dual use of the school playing fields;

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- j. Ensuring that the development is safe from flooding from the River Slea through the application of the sequential approach to inform the site layout, ensuring that vulnerable land uses are, where possible, directed to lower areas of risk or are appropriately mitigated;
- k. Preserving the setting of the historic settlement of Holdingham.

9.3 Protecting Sleaford's Setting and Character

- 9.3.1** Sleaford's historic centre and land alongside the River Slea are covered by a Conservation Area. The Conservation Area is currently being reviewed by North Kesteven District Council. The town centre has a number of heritage and townscape assets and visitor attractions, particularly on Northgate and in and around the Market Place, which help to create a sense of place and a special identity. However in some cases, these are hidden and difficult to access, including the River Slea, Money's Mill, Castlefield and National Centre for Craft and Design. In others, their settings are undervalued. The growth of Sleaford over the next 20 years will bring opportunities to improve the quality of the townscape by revitalising the urban fabric, reduce the number of heritage assets on the Lincolnshire Heritage at Risk Register and making the best use of key landmarks, social and heritage assets.
- 9.3.2** The Sleaford Masterplan identified that there was a need to focus on public realm improvements within Sleaford to create better links for pedestrians and improved settings for key attractions and heritage assets. The Masterplan concluded that the main areas that could benefit from improved public realm are: Southgate, Eastgate, Boston Road, Carre Street, Bristol Arcade, Nags Head Passage and the link to the National Centre for Craft and Design.
- 9.3.3** There are a number of key local views of Sleaford, both within and outside of the town, that have been identified in the Sleaford Masterplan and Draft Sleaford Conservation Appraisal. Perhaps one of the most dominant views in the Sleaford area is of the Bass Maltings complex just off Mareham Lane, which includes the largest group of malt houses in England. The site is listed as Grade II* on Historic England's National Heritage List for England and Heritage at Risk Register. Any new development should not detrimentally affect important local views (see also LP17 Landscape, Townscape and Views).
- 9.3.4** The Central Lincolnshire Green Infrastructure Study identifies a deficiency in natural green space sites in the Sleaford area, particularly to the east and west of the town. The Sleaford Masterplan proposes an East West Leisure Link running east to west along the River Slea through the town centre and connecting the urban area to the countryside and surrounding villages. This provides a range of opportunities to improve the Green Infrastructure network, leisure and tourism offer, including improved pedestrian and cycle movement and access, and habitat creation. Lincolnshire Rivers Trust have recently secured funding from Natural England to undertake an Urban Opportunities Study of the water environment in Sleaford. The study aims to identify opportunities to enhance the habitat along the River Slea and its tributaries in and around Sleaford.

Policy LP44: Protecting Sleaford's Setting and Character

Proposals for new development should seek to make a positive contribution to the built and natural environment and quality of life in the Sleaford area. All development proposals should contribute to the realisation of the following key principles, taking into account the Sleaford Masterplan, Sleaford Town Centre Regeneration SPD and any subsequent guidance, and other policies in this Plan:

- a. Proposals within or adjoining, or affecting the setting of, Sleaford Conservation Area, should preserve and enhance the special character, setting and appearance of the area, respecting

its special historic and architectural context. The most up to date Sleaford Conservation Area Appraisal and Management Plan will be a key reference document when developing proposals within the Conservation Area boundary.

- b. Protect, conserve and, where appropriate, enhance the benefit of heritage assets, key landmarks and their settings to local distinctiveness and sense of place, including the Castle Site, Market Place, the Corn Exchange, the Bass Maltings, Money's Mill and Yard, Handley Monument and Northgate, through sensitive development and environmental improvement;
- c. Protect important local views of Sleaford, including the Bass Maltings complex and its setting, from both within and outside the town;
- d. Seek to improve public realm as part of development proposals to enhance Sleaford's attractiveness as a destination;
- e. Support the development of art, cultural and leisure assets and facilities within or close to the town centre, and improvement of access to such assets and facilities, such as the National Centre for Craft and Design;
- f. Protect and enhance the River Sleas Navigation Corridor as a major focal point for the town, optimising its use and value for recreation, tourism and biodiversity, and taking into account the opportunities identified in the Sleaford Urban Opportunities Study;
- g. Protect and enhance the landscape character and setting of Sleaford and the surrounding villages, by ensuring key gateways are landscaped to enhance the setting of the town, minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages;
- h. Support the development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Green Infrastructure Study and take opportunities to deliver improvements to the wider Green Infrastructure network.

9.4 Regeneration and Opportunity Areas

- 9.4.1** The regeneration of Sleaford Town Centre is a key objective of North Kesteven District Council. In Sleaford, there are parts of the town in need of regeneration but which are not sufficiently advanced to include a specific allocation in this Local Plan. Nonetheless, it is important that these areas are recognised to focus attention on them as areas in need of regeneration and to promote them as opportunities for private development proposals and/or public sector initiatives. These have been identified in the Plan as 'Opportunity Areas' and are shown on the key diagram for Sleaford (see Figure X).
- 9.4.2** Heart of Sleaford and the Market Place
- 9.4.3** The Heart of Sleaford is a private, public and third sector partnership between North Kesteven District Council, Lincolnshire Community Foundation, Sleaford Corn Exchange Ltd and Bristol Arcades Ltd with a shared vision to create a new, vibrant destination in the centre of Sleaford for local people and visitors. The main objectives of the partnership are to deliver a viable mixed use development comprising retail, leisure, commercial and residential uses, to successfully regenerate the Grade II listed Corn Exchange building and to deliver a pedestrian link from Money's Yard to the Market Place via a footbridge over the River Sleas.
- 9.4.4** The Sleaford Masterplan identified the Market Place as a northern gateway and one of the main civic open spaces into the town centre, but concluded that it was not currently functioning as a focal point or as Sleaford's main town square. The Market Place is currently used as a car park, whereby vehicles block views of prominent landmark buildings, including St Deny's church and impact negatively on the townscape. Pedestrian routes to and from the Market Place are poor and are dominated by highway clutter and congestion.

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- 9.4.5** Money's Yard is primarily a car park with Money's Mill at its centre. There is a public toilet block and retail and food uses arranged within and around the Yard in an ad hoc manner. In order for Money's Yard to be reinstated as an important civic space in the heart of Sleaford, there is an opportunity to create a public realm improvement strategy that will help to strengthen and improve the existing open space.

Riverside Retail Precinct

- 9.4.6** The Riverside Retail Precinct is situated to the west of Southgate. The Masterplan concluded that this area offered regeneration opportunities, including leisure/retail led redevelopment and improvements to the riverside setting.
- 9.4.7** The Riverside Retail Precinct includes at present a supermarket and car park, Riverside Shopping Centre and Millstream Square. There are pedestrian links to Sleaford's main shopping street from the supermarket via Watergate and Riverside Shopping Centre, but these would benefit from being improved.

Southern Southgate

- 9.4.8** Southern Southgate, including the railway station, is the major gateway into the town centre from the south, but is in need of regeneration to create a more welcoming and attractive experience of arrival into Sleaford from the railway station. The railway station currently feels physically isolated and not well connected to the main town centre. In order to address this issue, there needs to be clear visual and pedestrian links to the town centre and public realm improvements.
- 9.4.9** Southgate and the area around the railway station has been the subject of a detailed urban design study which resulted in the adoption of a Supplementary Planning Document (SPD) in 2010. This SPD seeks to guide the regeneration of this key part of the town.

Former Advanta Seeds Site

- 9.4.10** The former Advanta Seeds Site is a key redevelopment area towards the southern end of Sleaford Town Centre. This large scale site offers significant potential for a variety of uses, including a mix of retail, leisure, office and residential. Its development potential will depend upon the nature of development proposed and its traffic generation and how this will affect access arrangements and wider traffic movement in the southern part of Sleaford town centre.
- 9.4.11** The Sleaford South Regeneration Route (Link Road) secured planning permission in connection with the redevelopment of the Advanta Seeds site by Tesco. Following their withdrawal nationally from major supermarket developments including Sleaford, a number of options for the redevelopment of Southern Southgate area of Sleaford are under consideration. The option analysis and associated modelling will confirm whether there is a continued need for the Link Road. Currently the plan seeks to protect the route of the road whilst these appraisals are underway.
- 9.4.12** The following policy sets out the broad objectives for each identified Opportunity Area and should be used as a starting point should any development proposals come forward within the Opportunity Areas within the plan period.

Policy LP45: Regeneration and Opportunity Areas

Proposals for new development that come forward within Opportunity Areas, as identified on the Key Diagram and described in the supporting text, should take into account the following principles:

Heart of Sleaford

- Explore opportunities to reduce the level of car parking within Money's Yard in accordance with the parking strategy and design principles set out in the Sleaford Masterplan, to reduce traffic congestion, create a new public open space and improved setting for Money's Mill, a key landmark within the town centre,
- Improve the public realm and strengthen connections in this area by exploring the potential to create a new pedestrian link from Money's Yard to the Market Place via a footbridge over the River Sleas;
- Support proposals for the restoration and regeneration of the Grade II listed Corn Exchange building that are sensitive to its prominent location and surrounding townscape character;
- Improve the public realm of the Market Place, including paving, lighting, street furniture and public open space, whilst ensuring they are in keeping with the character of the existing townscape;
- Support initiatives that reinforce the Market Place as an important civic open space, including initiatives that contribute to a revival of the town's market.

Riverside Retail Precinct

- Explore opportunities to bring forward schemes that strengthen the town's leisure and retail offer in this area;
- Support proposals that make a positive contribution to and restore the river frontage and its setting;
- Improve and upgrade pedestrian links to the main shopping street via Watergate and Riverside Shopping Centre.

Southern Southgate

- Support improvements to Sleaford railway station, including proposals to improve the appearance and function of the transport hub and effective integration with the wider town;
- Improve and upgrade pedestrian links from Station Road to the town centre;
- Support initiatives and proposals to enhance the physical setting of the Handley Monument, by reducing the impact of vehicles on this space and taking advantage of the existing built heritage to formalise new public space.

Former Advanta Seeds Site

- Support a mixed use development of this site which creates a strong physical and functional link with Southgate and which takes advantage of its connections to Southgate, the Town Centre, and to the Bass Maltings site to the south.

9.5 Sleaford Town Centre

- 9.5.1** Sleaford has an attractive and historic town centre with a number of retail, leisure, cultural and historic attractions. Sleaford's central location means that it competes with Grantham, Boston, Spalding, Stamford and Newark as well the major centres of Lincoln, Peterborough and Nottingham, but at present it is not competing as well as it should be. Kerching were commissioned by North Kesteven District Council to prepare a Sleaford Town Centre Visioning Report (July 2015) to assist in forming a new vision for Sleaford town centre. The report identified that Sleaford is not fulfilling its full potential and needs to attract further national and independent retailers to the town along with broadening its leisure uses.
- 9.5.2** A key barrier to enhancing the town centre's retail core is the constant circulation of vehicle traffic around the one-way traffic management system. This has many negative impacts upon

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the town centre including delays to public transport, problems for deliveries to local businesses and contributes to the poor environment for pedestrians and cyclists.

- 9.5.3** The retail offer is also constrained in part due to the town centre's heritage and charm. Sleaford has a tight urban grain, with small premises. Whilst this generates an attractive built environment it results in a shortage of modern larger retail premises desired by the retail sector, particularly national multiples and for the sale of comparison goods. Therefore, to diversify the retail offer, there is a need to improve the range of premises available to meet the needs of retailers and service providers. Larger and a more varied range of premises are needed to broaden the town centre offer and the Sleaford Masterplan identifies a number of opportunities where this could be achieved.
- 9.5.4** National Planning Policy requires Local Plans to define the extent of town centres and primary shopping areas. For Sleaford, it is not proposed that the town centre boundary will change from that shown in the adopted Local Plan for North Kesteven, as the findings of the Central Lincolnshire City and Town Centres Study (May 2012) and Sleaford Town Centre Visioning Report do not highlight a need to change the town centre boundary.
- 9.5.5** In the adopted North Kesteven Local Plan, Sleaford town centre has a defined primary shopping area, primarily based around Southgate and Northgate. It is within this area where retail development and activity is concentrated. The majority of units are shops (use class A1), although there are a number of additional uses such as restaurants, pubs, cafés and banks, which provide variety and offer important services to local people and visitors alike. The Central Lincolnshire City and Town Centres Study recommended a primary shopping area boundary for Sleaford, based on an analysis of current A1 retail uses and an understanding of how the town centre functions. It is this boundary that is shown on the Policies Map that accompanies this Plan.
- 9.5.6** Within the primary shopping area, retailing will continue to be the predominant land use and should be protected to retain the retail character of the town centre. The NPPF identifies office and residential uses as town centre uses. Whilst the value of these uses in town centres is recognised, these are only appropriate in upper floors in the primary shopping area. Such uses would not provide active frontages and are likely to cause harm to the vitality and viability of the primary retail core through diluting the identity of the area as a focus for retail activity.
- 9.5.7** The following policy seeks to maintain the main shopping function of the primary shopping area whilst ensuring an appropriate balance between retail and non retail uses.

Policy LP46: Sleaford Town Centre

In Sleaford town centre, as identified on the Policies Map, proposals for town centre uses will be permitted. Any development proposed should be compatible with adjacent buildings and land uses and not result in an over concentration of specific uses in whole or part of the town centre.

Within the defined primary shopping area, the following criteria will apply:

- a. Priority will be given to A1 retail uses with active shopfronts at ground floor level;
- b. Proposals for other uses which support retail activity and add to the viability and vitality of the primary shopping area will be supported;
- c. Offices in use class B1a and residential uses will be encouraged above ground floor level only.

- d. Proposals for non-retail uses at the ground floor level will be required to demonstrate that their proposed development is complementary to and supports the competitiveness of the primary shopping area;
- e. Proposals for development will be permitted where they would avoid an over concentration of uses that could undermine the primary shopping area's overall retail function and character.

9.6 Access and Movement

- 9.6.1** Sleaford has good connections, benefitting significantly from the A15 and A17 as major primary routes, and a railway station with direct services to Peterborough, Nottingham, Lincoln and Boston. The opportunities presented by these routes need to be maximised for businesses, residents and visitors. However the extent of vehicle movement in the town is a key issue and has been identified as a barrier to further regeneration. There is a need to improve connections to primary routes, develop linkages with surrounding settlements, improve the efficiency and movement of vehicles throughout the centre of town and promote a shift from private vehicles to walking, cycling and public transport options.
- 9.6.2** The Sleaford Transport Strategy (June 2014) sets out a vision that by 2030, "*Sleaford will be an example of sustainable growth, economic prosperity, low carbon emissions and safe, healthy and happy communities. Transport will contribute towards a bigger, better and more confident town which is a great place to live, work, learn and visit*". Key issues that the strategy identified include:
- Town centre congestion during peak hours exacerbated by level crossings which impacts on movement. Limited route choice and limited spare capacity on the network;
 - Good bus network but with low frequency and poor Sunday service;
 - Some car parks are over capacity whilst some have significant spare capacity;
 - Fragmented cycle network and a lack of provision for cyclists and pedestrians at junctions;
 - Town centre traffic impacts on the quality of the environment;
 - Barriers to pedestrian movement and accessibility;
 - Improve the appearance and function of the transport hub and integrate it more effectively within the wider town
- 9.6.3** The carpark strategy for the town, as outlined in the Sleaford Masterplan, aims to reposition and rationalise parking to strategically locate car parks on the radial approaches to the town centre so that they are within walking distance of the centre and its retail offer. This will reduce unnecessary vehicle movement through the centre of the town, reduce pollution and noise, and allow an improved environment to be created which is more welcoming and pedestrian friendly.

Policy LP47: Access and Movement

Developers should work positively with the local planning authority, the highway authority and other partners to assist delivery of the objectives and projects identified within the Sleaford Transport Strategy and Sleaford Masterplan, and where appropriate necessary transport improvements associated with the development proposed. As necessary, conditions and/or developer contributions will be secured to achieve this requirement.

Support will be given for development proposals which will contribute, where applicable, to the following:

Sleaford

- a. Improving traffic circulation and reducing the number of vehicle movements in and around the town centre, including supporting the necessary highway infrastructure to deliver regeneration objectives for the town;
- b. Opportunities, as identified in the Sleaford Masterplan, to deliver additional perimeter car parking which facilitates pedestrian access into the town centre;
- c. Supporting projects associated with the implementation of the Sleaford Transport Strategy and the Sleaford Masterplan. Enhancements to connections for pedestrians and cyclists between the town centre and surrounding residential communities are particularly important, as well as through the town centre;
- d. Supporting the development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Green Infrastructure Study.

In order to enable potential delivery of the Sleaford Link Road (current status: with planning consent), the route is identified on the Policies Map and safeguarded for such purposes. Any development proposal on or near the route, which would prejudice the efficient and effective delivery of the Link Road, will be refused.

10.1 Introduction

- 10.1.1** The following section identifies the sites required to deliver the Local Plan target for 36,960 new dwellings between 2012 and 2036. The site selection process is set out in the supporting Evidence Report, which explains the detailed methodology and site selection criteria.
- 10.1.2** Column (a) of the following table presents the approximate dwellings requirement figure based on the growth and distribution targets set out in policy LP3, for which provision must be made over the period 1 April 2012 to 31 March 2036, broken down according to the location in the first column.
- 10.1.3** Column (b) provides details of the net dwellings completed (i.e. built and ready for occupation) between 1 April 2012 and 31 March 2015.
- 10.1.4** Columns (c) and (d) provide details of commitments, as at 31 March 2015, which are defined as:
- dwellings which remain to be completed on sites under construction
 - dwellings which have full planning permission
 - dwellings which have outline planning permission.
- 10.1.5** The Local Plan does not allocate any site under 25 dwellings therefore the commitment data is broken down by the number of dwellings on sites with permission for fewer than 25 dwellings or with fewer than 25 dwellings still to be completed (Column c); and on sites with permission for 25 or more dwellings or sites with 25 or more dwellings still to be completed (column d).
- 10.1.6** Column (e) then simply adds up all the completions and commitments, with this number contributing to meeting the 36,960 target.
- 10.1.7** All of the committed dwellings on sites of 25 dwellings or more are included in Policies LP48 to LP53. The column headed 'New Sites to be identified' (Column f) shows the net number of dwellings required to meet the Local Plan target for 36,960.
- 10.1.8** Column (g) shows the number of dwellings that are assumed to be deliverable from new sites that are allocated in Policies LP48 to LP53. These are sites without planning permission at 1 April 2015.
- 10.1.9** Column (h) shows the total sites allocated in the Local Plan, and listed in the following policies. This is a sum of 'Committed Sites over 25 dwellings' and 'Proposed New Allocations' (column (d) + (g)).
- 10.1.10** A windfall allowance for small villages (categories 5 and 6 of the settlement Hierarchy) is shown in the column (i), based on the levels of growth set out in Policy LP4, plus an allowance of 75 dwellings per year for small sites (under 25), starting in 2016, in the Lincoln Urban Area.
- 10.1.11** Column (j) headed 'Total dwellings 2012 to 2036' shows the sum of 'Total known sites' (e), 'Proposed New Allocations' (g) and 'windfall allowance' (i). The difference between the figure in column (j) and those in the 'Local Plan Requirement' (a) are presented in the final column (k). Thus, column (k) reveals the extent to which the identified sites deliver both the Local Plan target overall and the strategic split as per Policy LP3. In overall terms, this table demonstrates that the Local Plan is capable of facilitating the dwelling requirement, with a buffer at this Further Draft Local Plan (Oct 2015) stage of 2,405 dwellings.
- 10.1.12** A buffer is useful and appropriate, as it allows for a degree of flexibility in the plan, including any losses (demolition) which may occur or any sites which do not deliver as much or as quickly as expected.

Development Sites

Housing Trajectory

- 10.1.13** An estimate has been made as to when each site will actually deliver units on the ground. This is known as a housing trajectory for each site. A combined trajectory of all sites can then be created, and this is shown in the section which follows.

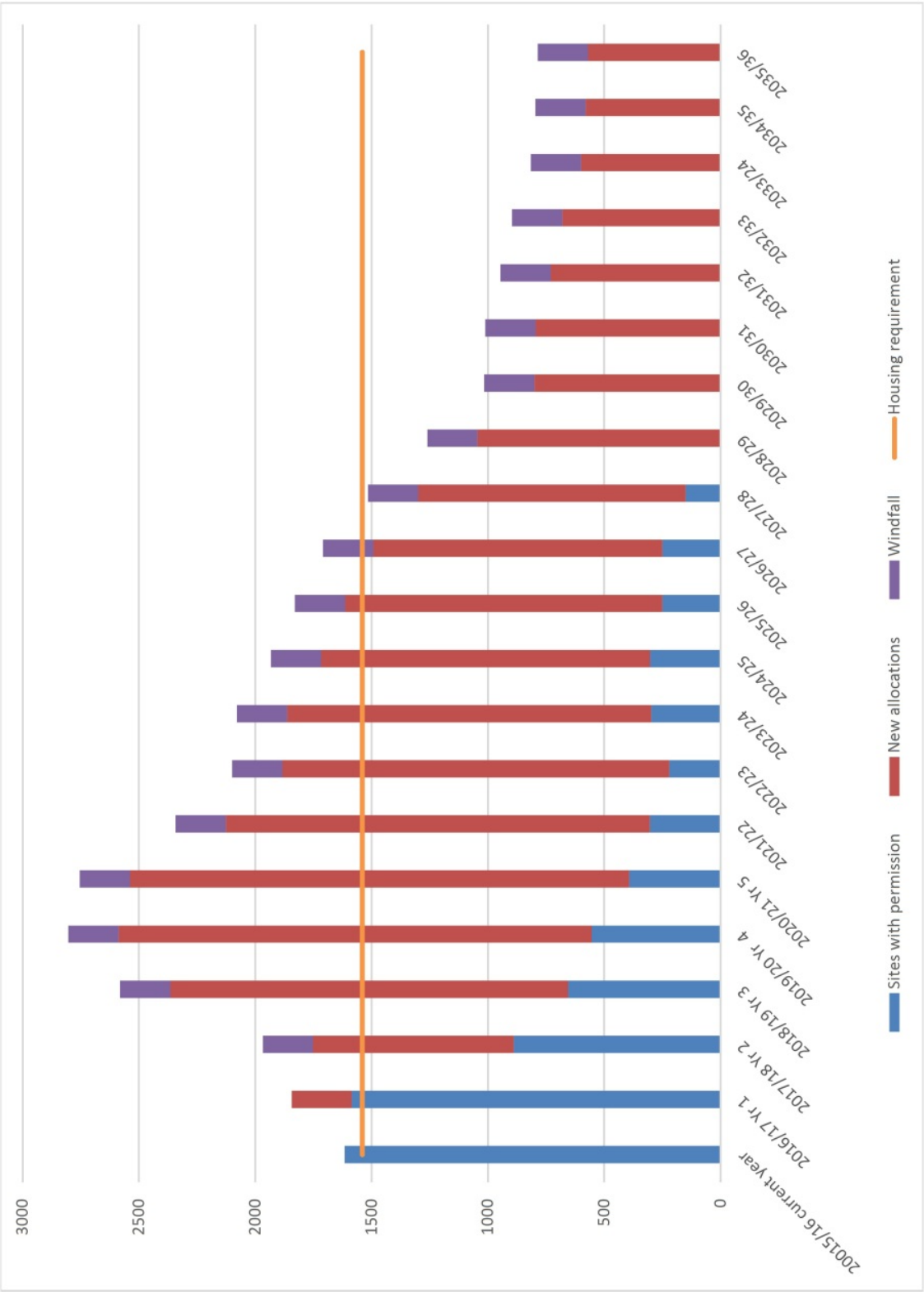
10.2 Residential Allocations

- 10.2.1** In the policies that follow the summary table, each site allocated for residential development has a figure in the column headed 'Indicative dwellings'. Where a site already has planning permission (at 1 April 2015), but no development has started, the figure is the number of dwellings for which permission was granted. Where development has already started (at 1 April 2015), the figure is the remaining number of dwellings still to be completed in accordance with the permission. Where the site is 'new' (i.e. without any existing permission), the figure is an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density which would be appropriate for the area in which the site is located. There is a full explanation of the assumptions made in the Evidence Report. The indicative numbers of dwellings are used to demonstrate how the Local Plan requirement can be met. It is emphasised that they are only 'indicative', and do not represent a fixed policy target for each individual site.
- 10.2.2** Developers are encouraged to produce the most appropriate design-led solution, taking all national policies and other Local Plan policies into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the column headed 'indicative dwelling figure'.

	(a) Local Plan Strategic Distribution 2012 to 2036	(b) Completions 2012 to 2015	(c) Commitments on small sites at 31 March 2015	(d) Commitments on large sites (25+ units) at 31 March 2015	(e) Total known Sites	(f) Remaining dwellings to be identified (a) – (e)	(g) Proposed New allocations	(h) Total Sites Identified in Local Plan	(i) Growth assumption from windfall	(j) Total 2012 to 2036 (b)+(c)+(d)+(g) + (i)	(k) Difference from Local Plan Strategic Distribution (j)–(a)
Lincoln Strategy Area (LSA)	64% 23,655	1,689	1,326	2,343	5,358	18,296	16,624	18,967	2,442	24,424	770
Gainsborough	12% 4,435	319	91	496	906	3,529	3,690	4,186	n/a	4,596	161
Sleaford	12% 4,435	53	54	628	735	3,700	3,694	4,322	n/a	4,429	-6
Other Rural Areas (excludes rural areas in LSA)	12% 4,435	865	666	287	1,818	2,617	2,451	2,738	1,647	5,916	1,481
Total	100% 36,960	2,926	2,137	3,754	8,817	28,143	26,459	30,213	4,089	39,365	2,405

The location of new dwellings 2012 to 2036

Development Sites



Local Plan Housing Trajectory

Policy LP48: Sustainable Urban Extensions - Allocations

The following sites, as identified on the Policies Map, are allocated as SUEs for mixed use development in accordance with policy LP28 and the individual policies in the settlement chapters.

Ref	Address	District	Site Area (ha)	Status*	Indicative Dwellings
CL1239	Land South of Foxby Lane, Gainsborough (Southern Extension)	West Lindsey	137.5	NS	1,600**
CL818	North East Quadrant, (Greetwell Quarry), Lincoln	City of Lincoln	83.44		1,400
CL1241	Land East of Belt Farm, Gainsborough	West Lindsey	117.42		1,600**
CL819	Western Growth Corridor	City of Lincoln	355.37		3,200
CL428	South East Quadrant, Canwick	North Kesteven	474.97		3,500***
CL1016	Land East of London Road, Sleaford	North Kesteven	60.50	NS	1,450
CL3036	The Drove, Sleaford West Quadrant	North Kesteven	78.00		1,600
CL4668	Grange Farm	North Kesteven	76.25		2,000
Total					16,350

* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started

** Total to be delivered during the plan period, site capacity is 2,500. These larger areas have been included to give the development industry a degree of certainty and confidence for the long term investment planning and infrastructure provision.

*** Total to be delivered during the plan period, site capacity is 6,000. These larger areas have been included to give the development industry a degree of certainty and confidence for the long term investment planning and infrastructure provision.

Development Sites

Lincoln Area

10.2.3 The Lincoln Urban area includes the City of Lincoln, North Hykeham, South Hykeham Fosseway and Waddington Low Field, as defined in Policy LP2

Policy LP49: Residential Allocations - Lincoln

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Lincoln Area

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1113	Mill Lane/Newark Road, North Hykeham,	33.97	UC	244
CL1687	LF2/3 Land off Wolsey Way	16.41	UC	328
CL1328	LF7 Nettleham Road, Lincoln Fringe	3.78	NS	95
CL1963	Former Bacon Factory, St Marks	0.59	NS	50
CL2098	Former Lincoln Castings Site A, Plot 1, Station Road, North Hykeham	10.44	UC	289
CL252	Land rear of no 44 and 46	0.31	NS	33
CL4379	Land at Junction of Brant Road and Station Road Waddington	6		135
CL4394	Land North of Hainton Road, Lincoln	1.144		39
CL4466	Land adjacent to Holiday Inn, Ruston Way	0.34	UC	93
CL4652	Land to the north of Usher Junior School	3.57		81
CL452	Former Parade Ground, Nene Road, Lincoln, LN1 3PL	2.68	UC	54
CL4615	North West of Lincoln Road Romangate, Lincoln	3.291		99
CL515	Romangate Development, Land at Nettleham Road	7.1	NS	80
CL516	RMSC Playing Fields, Newark Road Lincoln	8.27	NS	30
CL525	Former CEGB Power Station, Spa Road, Lincoln	5.71		300
CL526	Former Main Hospital Complex, St Anne's Road, Lincoln	3.53		126

Development Sites

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Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL529	Former Grain Silo Site, off Skellingthorpe Road, Lincoln	1.9	NS	54
CL532	Land North of Ermine West	13.52		250
CL698	Land to the rear of Birchwood Centre	3.21		62
CL699	Land at Nettleham Road, (Junction with Searby Road), Lincoln	1.14		39
CL703	Land adjacent to Yarborough School, Riseholme Road, Lincoln	1.16		39
CL704	Land to rear of 283-335 Newark Road	1.14		150
CL705	Site of Moorland Infant and Nursery School, Westwick Drive, Lincoln	1.40		48
CL706	Site at Ermine Community Infant School, Thoresway Drive	1.06		63
CL808	Westbrooke Road, off Western Crescent, Lincoln, LN6 7TB	1.5		52
CL824	Land off Ingleby Crescent, Lincoln	2.27		81
CL920	Land off Mendip Avenue, North Hykeham	2.10	NS	52
CL1068	Land to the north of Station Road, Waddington (Brick Pits)	13.3	UC	163
CoL Mixed Use Area	Land within the designated mixed use area, central area of Lincoln			500
Total Lincoln Urban Area (Excluding SUEs)				3,629
Total Lincoln Urban Area (Including SUEs)				13,729

* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started

Main Towns

Policy LP50: Residential Allocations - Main Towns

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Development Sites

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1217	Tesco Car Park, Gainsborough	0.36		25
CL1242	Castle Hills Community Arts College, The Avenue, Gainsborough	3.54	NS	120
CL1243	Site off corner Bridge/Hickman Street, Gainsborough	0.86		37
CL1244	Site between Wembley/Hickman St, Gainsborough	0.81		34
CL1246	West of Primrose Street, Gainsborough	2.22		83
CL1247	Brownfield Ind Est, Site at Thornton St, Gainsborough.	0.58		25
CL1248	Middlefield School of Technology, Middlefield Lane, Gainsborough	3.98	NS	112
CL1253	Sinclairs, Ropery Road, Gainsborough	3.03		114
CL1271	G21 Northholme, Gainsborough	0.79	NS	51
CL1617	Land off Vanessa Drive	1.54	UC	31
CL1624	G1 The Avenue/The Belt	8.12	UC	41
CL1633	G11 Foxby Lane, Park Springs Road	6.527	UC	83
CL1637	G(M)1 Gleadells Wharf, Bridge Street	0.158		25
CL1984	Land at Spring Gardens	0.66	UC	58
CL3044	Land south of Willingham Road, Lea, Gainsborough	3.035		68
CL4436	White's Wood Lane Gainsborough DN21 1RL	1.267		54
CL4437	Wilson Street, Gainsborough	0.492		25
Total Gainsborough (excluding SUEs)				986
CL1002	Land at Stump Cross Hill, Quarrington, Sleaford	6.807		204
CL1007	The Hoplands Depot, Boston Road, Sleaford	1.84		63
CL1013	Land at Poplar Farm, South of A17, Sleaford (Part A)	25.54	UC	290

Development Sites

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1014	Land off Grantham Road, Sleaford	14.84		377
CL1023	The Bass Maltings, Mareham Lane	6.3	NS	204
CL1027	Land at King Edward Street	4.87	UC	134
Total Sleaford (excluding SUEs)				1,272
Total Main Towns (Excluding SUEs)				2,258
Total Main Towns (Including SUEs)				8,658
* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started				

Market Towns

Policy LP51: Residential Allocations - Market Towns

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1164	Land North of Navigation Lane, Caistor	4.17		94
CL1170	Land at Sunnyside, Caistor, west of Tennyson Close LN7 6NZ	5.68		128
CL1547	C16 Caistor Hospital Site, North Kelsey Road	5.43	UC	128
CL1888	Land adjacent and to the rear of Roman Ridge on Brigg Road, Caistor	2.21		50
CL2093	Land North of North Street, Caistor	1.10		28
CL3086	Land to the South of North Kelsey Road, Caistor	6.01		135
Total Caistor				563
CL1356	Works /Warehouses East of Charlotte Close, Market Rasen	2.56	UC	28
CL1358	Land off Gallamore Lane, Market Rasen, Lincolnshire LN8 3HZ	3.41		77

Development Sites

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1359	Land off Linwood Road & The Ridings, Market Rasen	5.91		133
CL1364	Caistor Road, Market Rasen	16.671		300
CL4028	Field between properties known as "Mayfield" & "Wodelyn Cottage", Linwood	1.86		47
Total Market Rasen				585
Total Market Towns				1,148

* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started

Large Villages

Policy LP52: Residential Allocations - Large Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential use.

[A] - Large Villages in the Lincoln Strategy Area:

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1144	B4-Field Lane, B5-Wragby Road & B6-Field Lane, Bardney	3.41	UC	73
Total Bardney				73
At this stage, there is a single allocation identified in Bardney. However, there is a proposal for development which has been refused by West Lindsey District Council but is subject to an appeal. We expect the outcome of this appeal before the next round of consultation due in early 2016. If the appeal is successful (i.e. permission is granted) then the site will subsequently be added as an allocation in the plan prior to the next consultation. If the appeal is dismissed (i.e. permission not granted), then the next consultation Local Plan may consider making a further allocation(s).				
CL248	St John's former hospital, Bracebridge Heath,	9.38	NS	178
CL415	Land South of Bracebridge Heath	11.82		213

Development Sites

10

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
Total Bracebridge Heath				391
CL417	Land off Moor Lane, Branston	2.65		73
CL418	Land at Silver Street, Branston	10.93	NS	198
CL4666	Land to the west of Station Road, Branston	4.56		91
Total Branston				362
CL1179	Land North of Rudgard Ave, Cherry Willingham	1.57		40
CL1181	Land East of Thornton Way, Cherry Willingham	8.87		200
CL4433	Land East of Rudgard Avenue, Cherry Willingham	5.933		133
Total Cherry Willingham				373
CL1190	Land to the south of Honeyholes Lane, Dunholme	8.55		275
CL4084	Land north of Honeyholes Lane, Dunholme	3.6		49
Total Dunholme				324
CL4667	Land south of Fen Road, Heighington	2.24		50
Total Heighington				50
CL904	Land Northwest of village, Metheringham	15.33		276
Total Metheringham				276
CL906	Land at Top Farm, Navenby	4.9		125
CL907	Land off Winton Road, Navenby	1.54		42
CL908	Land off High Dyke, Navenby	1.99		36
Total Navenby				203
CL4660	Neighbourhood Plan Allocation A Part of Site CL4503 Land at Deepdale Lane, Nettleham	3.742		50
CL4661	Neighbourhood Plan	4.76		68

Development Sites

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
	Allocation B Part of Site CL3045 Land off High Leas, Nettleham			
CL4662	Neighbourhood Plan Allocation C Part of Site CL1376 East of Brookfield Avenue, Nettleham, Lincoln	2.791		50
CL4663	Neighbourhood Plan Allocation D	0.380		30
Total Nettleham				198
	Saxilby - SEE NOTE BELOW			
Total Saxilby				0
At this stage, there are no allocations for Saxilby, despite, in principle, it being suitable for some growth. However, there is a proposal for development which has been refused by West Lindsey District Council but is subject to an appeal. We expect the outcome of this appeal before the next round of consultation due in early 2016. If the appeal is successful (i.e. permission is granted) then the site will subsequently be added as an allocation in the plan prior to the next consultation. If the appeal is dismissed (i.e. permission not granted), then the next consultation Local Plan may consider making an allocation(s).				
CL1208	Off Lincoln Road, Skellingthorpe	5.73		129
CL986	Land south of Ferry Lane, Skellingthorpe	4.65		39
CL994	Land east of Lincoln Road, Skellingthorpe	10.34		280
Total Skellingthorpe				448
CL1061	Land West of Grantham Road	6.22		187
CL4496	Grantham Road, Waddington	4.4		142
CL4671	Land off Grantham Road, South of Millers Road	3.9		88
Total Waddington				417
CL1086	Land at Pitts Road, Washingborough	4.40	NS	92
CL4469	Land east of Canterbury Drive, Washingborough	8.28		185
Total Washingborough				277

Development Sites

10

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1488	Hackthorn Road, Welton, Lincolnshire	2.17	NS	63
CL1490	Land at The Hardings, Welton	4.15	NS	50
CL1491	Land to East of Prebend Lane, Welton and incorporates SHLAA 2008 site W/NPD/1	8.1		350
Total Welton				463
CL1100	Land to the north of Witham St. Hughs (Phase 3)	69.95		1259
CL4664	Cell 19, Witham St Hughs	1.331	UC	45
CL4672	Cell 18, Witham St Hughs	2.19	UC	43
Total Witham St Hughs				1347
Total Lincoln Area Rural				5,202

[B] - Other Large Villages:

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL1101	Land at Mill Lane, Billingham	3.25		65
CL1110	Land off Park Lane, Billingham	2.90		65
CL2091	Land off West Street, Billingham	5.1		132
CL3018	Billingham Field, Mill Lane, Billingham	6.86		154
CL3031	Land to the south of the Whyche, Billingham	4.36		98
Total Billingham				514
CL875	Land Opposite the Cemetery, Boston Road	45.885		106
Total Heckington				106
CL1892	South of Winchelsea Road, Ruskington	3.36		76
CL957	Land off Lincoln Road, Ruskington	3.45		78
CL958	Land North of Ruskington	7.63		172
CL960	Land south of Poplar Close, East of Railway, Ruskington	2.27		67

Development Sites

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
CL965	Land at Whitehouse Road, Ruskington	3.24		73
Total Ruskington				466
CL1307	K2 Stallingborough Road, Keelby	2.32	UC	90
CL1305	Land at Church Lane, Keelby	4.45		100
Total Keelby				190
CL1456	Land to the east of North Moor Road	1.7		42
CL4674	North Road, Scotter	2		51
Total Scotter				93
Total Other Large Villages				1,369

* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started

Medium Villages and Small Villages

Policy LP53: Residential Allocations - Medium and Small Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Ref	Address	Site Area (ha)	Status*	Indicative Dwellings
Lincoln Strategy Area:				
CL22	Nocton Park, Nocton	4.81	UC	30
CL1200	FA2 Lincoln Road, Faldingworth	4.79	NS	41
Non- Lincoln Strategy Area				
CL4673	Hemswell Cliff	7.56		180
Total Medium and Small Villages				251

* Status at 1 April 2015. UC = Under Construction. NS = With consent, but Not Started

Broad Locations for Future Growth

10.2.4 The Local Plan is flexible, as required by national policy, in order to adapt to changing circumstances and support the economy. As referred to in the supporting text to Policy LP3, additional broad locations for future growth have been identified in this Local Plan, and are shown on the Key Diagrams. These areas are intended for future growth beyond the plan period. However, these broad locations may come forward in the plan period if monitoring data consistently suggests that the job growth figures (496 pa net increase in jobs, which result in the 1,540pa dwelling requirement) are likely to be consistently exceeded, thus triggering the need for more homes to accommodate the greater level of workers.

10.2.5 For the avoidance of doubt, these areas are not required to deliver the Local Plan target of 36,960.

Policy LP54: Broad Locations for Future Growth

The following areas are illustrated on the key diagrams of this Local Plan as Broad Locations for Future Growth

Address	Indicative Dwellings
Land East of White's Wood Farm Gainsborough (Gainsborough Eastern SUE)	2,500
Remaining land at Gainsborough Southern SUE	900
Remaining land at Gainsborough Northern SUE	900
Land at Quarrington, Sleaford	1,900
Land South of Bracebridge Heath	350
Land South of Waddington Low Fields	1,000
Total indicative capacity	7,550

If monitoring data shows that:

- the net increase in jobs since 2012 has, on average, been above 496 FTE new jobs per annum; and
- the net housing delivery has, on average, been near to, or exceeded, 1,540pa,

then the above identified Broad Locations of Future Growth could be considered for development, in principle, within the plan period.

To enable sufficient monitoring to take place and to ensure the allocated sites in this plan are given the opportunity to come forward first, then this policy will not apply until post March 2026.

10.3 Development in Rural Areas

10.3.1 A large proportion of Central Lincolnshire's population lives in rural areas. The 2011 Census revealed the total population of Central Lincolnshire as approximately 300,000, with around 158,000 of these residents living in Lincoln, Gainsborough and Sleaford and the remaining 142,000 residents residing in the smaller settlements. This significant rural population means

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that it is important to maintain and enhance the services and features of the rural area in order to sustain the vibrancy of rural settlements and the quality of life experienced by those living in such areas. At the same time it is important to ensure that development is sustainable, and proportionate and appropriate to its setting.

- 10.3.2** The Local Plan makes provision for housing growth at a variety of places across Central Lincolnshire. The strategy for the distribution of residential development is to focus growth on urban areas and larger settlements, whilst recognising other opportunities for sustainable development. The emphasis on directing growth to urban locations is based not only on the fact that such areas are generally the most sustainable, but also because they will help to maximise the use of previously developed land. The settlement hierarchy and details of the distribution of growth are featured in policy LP2, 'The Spatial Strategy and Settlement Hierarchy'.
- 10.3.3** In accordance with the settlement hierarchy in policy LP2 and the growth levels set out in LP4, residential development in rural settlements will be of a modest scale, providing opportunity to maintain the sustainability and vibrancy of villages.
- 10.3.4** A criteria-based policy approach will be used to determine applications for residential and non-residential development within the rural area. As for residential development, non-residential development within rural areas must be sustainable and respectful to its setting. Commercial enterprises where a rural location can be justified to maintain and enhance the rural economy (for example, establishment of a farm shop) will be supported providing all other relevant criteria are met.
- 10.3.5** More widely, the rural nature of Central Lincolnshire and the significant role that agriculture plays in the economy of this area means that agricultural land has a notable presence in the landscape and forms an attractive backdrop to the various settlements.
- 10.3.6** The best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) should, in principle, be protected from development for various reasons, notably:
- the important role agriculture plays in the local and national economy, wealth creation and the provision of jobs;
 - in recognition of the need to produce food locally to help minimise climate change (due to less 'food miles' which food has travelled) and to adapt to inevitable climate change (specifically, the anticipated reduction in the ability of countries to continue to export food to the UK due to increased flooding, erosion or drought in their country); and
 - the desire of people to source local food as a result of greater awareness of food supply and recent food scandals.
- 10.3.7** The Central Lincolnshire authorities recognise that the best and most versatile agricultural land is an irreplaceable resource. Part G of the following policy therefore aims to ensure that the best and most versatile agricultural land is protected.

Policy LP55: Development in Rural Areas and the Countryside

Part A: Re-use and conversion of non-residential buildings for residential use in open countryside

Where a proposal for the re-use and conversion to residential use of buildings outside the developed footprint of a settlement requires planning permission, this will be supported provided that the following criteria are met:

- a. Comprehensive and proportionate evidence is provided to justify either that the building can no longer be used for the purpose for which it was originally built, or the purpose for which it was last used, **or** that there is no demand (as demonstrated through a thorough and robust marketing exercise) for the use of the building for business purposes; and
- b. The building is capable of conversion with minimal alteration, including inappropriate new openings and additional features; and
- c. The building is of notable architectural or historic merit and intrinsically worthy of retention in its setting.

Part B: Replacement of a dwelling in open countryside

The replacement of an existing dwelling outside the developed footprint of a settlement will be supported provided that:

- a. The residential use of the original dwelling has not been abandoned for more than 10 years;
- b. The original dwelling is not of any architectural or historic merit and it is not valuable to the character of the settlement or wider landscape;
- c. The original dwelling is a permanent structure, not a temporary or mobile structure;
- d. The replacement dwelling is of a similar size and scale to the original dwelling; and
- e. It is located on the footprint of the original dwelling unless an alternative position within the curtilage would provide notable benefits and have no adverse impact on the wider setting.

Part C: Mobile homes within the rural area

Applications for temporary and mobile homes will be considered in the same way as applications for permanent dwellings. The exception to this is cases when a temporary or mobile home is needed during the construction of a permanent dwelling on site or on a nearby site: in such cases more flexibility will be applied. Permission granted in such instances will be subject to time restrictions.

Part D: New dwellings in the open countryside

Applications for new dwellings in the countryside will only be acceptable where they are essential to the effective operation of rural operations listed in policy LP2. Applications should be accompanied by evidence of:

- a. Details of the rural operation that will be supported by the dwelling;
- b. The need for the dwelling;
- c. The number of workers (full and part time) that will occupy the dwelling;
- d. The length of time the enterprise the dwelling will support has been established;
- e. The ongoing concern of the associated rural enterprise through the submission of business accounts or a detailed business plan;
- f. The availability of other suitable accommodation on site or in the area; and
- g. Details of how the proposed size of the dwelling relates to the enterprise.

Any such development will be subject to a restrictive occupancy condition.

Part E: Non-residential development in rural areas

Proposals for non-residential developments in rural areas will be supported provided that:

- a. The rural location of the enterprise is justifiable to maintain or enhance the rural economy **or** the location is justified by means of proximity to existing established businesses or natural features;
- b. The location of the enterprise is suitable in terms of accessibility;

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- c. The location of the enterprise would not result in conflict with neighbouring uses; and
- d. The development is of a size and scale commensurate with the proposed use and with the rural character of the location.

Part F: Agricultural diversification

Proposals involving farm based diversification will be permitted, provided that the proposal will support farm enterprises and providing that the development is:

- a. In an appropriate location for the proposed use;
- b. Of a scale appropriate to its location; and
- c. Of a scale appropriate to the business need.

Part G: Protecting the best and most versatile agricultural land

Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy.

With the exception of allocated sites, development affecting the best and most versatile agricultural land will only be permitted if:

- a. There is insufficient lower grade land available at that settlement (unless development of such lower grade land would be inconsistent with other sustainability considerations); and
- b. The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- c. Where feasible, once any development which is permitted has ceased its useful life (for example, a solar farm), the land will be restored to its former use, and will be of at least equal quality to that which existed prior to the development taken place (this requirement will be secured by planning condition where appropriate).

Gypsy and Traveller Allocations

10.3.8 The following policy sets out the proposed allocations to meet the Gypsy and Traveller needs identified in Policy LP10. Further details on the method and reasoning behind the policy is set out in a separate evidence report.

Policy LP56: Gypsy and Traveller Allocations

To meet the Gypsy and Traveller needs identified in Policy 10, the following sites are identified on the Policies Map for the provision of Gypsy and Traveller pitches:

Ref	Location	District	Indicative number of pitches	Comments or specific requirements
CL1388	Land Off A158, North Greetwell	West Lindsey District Council	6	
CL4440	Summergangs Lane, Gainsborough	West Lindsey District Council	15	
CL4205	Washingborough Road, Lincoln(1)	City of Lincoln	15	To be developed in consideration

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Ref	Location	District	Indicative number of pitches	Comments or specific requirements
				with existing Washingborough Road site
CL4675	Washingborough Road, Lincoln (2)	City of Lincoln	5	To be developed in consideration with existing Washingborough Road site
CL1337	Trent Port Road, Marton	West Lindsey District Council	3-6	
CL1335	Land off A156, Marton	West Lindsey District Council	3-6	

Detailed proposals for these sites, for sites coming forward in Sustainable Urban Extensions and for other proposals on non-allocated sites, will be considered against the following criteria:

- a. The proposal should not conflict with other local or national policies relating to flood risk, contamination, landscape character, protection of the natural and built environment, heritage assets or agricultural land quality; and
- b. Must have adequate and safe vehicular access; and
- c. Must have sufficient space for vehicle manoeuvring and parking within the site; and
- d. Should provide an acceptable standard of amenity for the site's occupants, and will not have an unacceptable impact on the amenity of nearby residents, including (but not limited to) visual and acoustic privacy; and
- e. Should be adequately serviced, preferably by mains connections, and would not place undue pressure on local infrastructure; and
- f. For non-allocated sites, should be located within reasonable travelling distance to both primary health care facilities and schools, preferably by walking, cycling or public transport. An exception to this may be allowed in the case of Travelling Showpeople, where there is a need to locate the development close to the primary road network: in such event, access to primary health care and schools should still be achievable.

Ministry of Defence Establishments

10.3.9 The Ministry of Defence (MOD) is one of the largest land owners in the UK, with an estate consisting of a wide range of facilities such as barracks, depots and airfields. Large areas of Central Lincolnshire have been used for MOD purposes throughout the last century and the military presence has brought, and continues to bring, many benefits, particularly to the economy.

10.3.10 The MOD is committed to making the most efficient use of its existing estate by:

- Maximising the utilisation of sites;
- Identifying sites which can be released, particularly high value sites; and
- Consolidating on fewer, larger sites where resources can be better deployed.

10.3.11 The re-use of former MOD sites presents a significant opportunity for new housing, economic development and/or regeneration. The following policy will assist in considering the determination of such proposals.

Development Sites

Policy LP57: Ministry of Defence Establishments

Development related to operational purposes

Defence related development within or adjoining an operational MOD site that is required for operational purposes will be supported in principle.

Development of MOD land and assets surplus to Defence requirements

The redevelopment or change of use of redundant MOD land and facilities, whether for the whole or part of the MOD landholding in that area, will be supported provided that:

- a. At least a substantial majority of the proposal is on brownfield land;
- b. The road infrastructure surrounding the site is able to accommodate any increase in traffic to and from the site that is likely to be created as a result of the development;
- c. Wider infrastructure requirements are in place, or will be put in place, to create sustainable development;
- d. The proposal would not conflict with the existing land uses on neighbouring land;
- e. In cases where the proposal is for comprehensive development or redevelopment of all or a significant part of the site, then a comprehensive masterplan for the whole of the land under the control of the MOD in that area must be prepared and agreed in order to ensure the holistic planning of the site rather than piecemeal development.

Where the proposal is to create a civilian community in an area currently or last used as a services community, then particular consideration will be taken as to whether:

- the new civilian community has, or will be provided with, appropriate levels of infrastructure to perform as a sustainable community, and
- the degree to which the new community can access by sustainable means higher level services (such as jobs, leisure, retail and culture) at other nearby settlement(s), and
- the extent, if any, of any increase in the population in the new community compared with the services community it will replace, and the implications of such an increase.

Further to policy LP16, Development on land affected by contamination, an Unexploded Ordnance Certificate and Land Quality Assessment (LQA) may be required (where relevant) as part of a proposal, or required through condition to a grant of permission, in order to assess and identify the necessary remedial action for defence specific contaminants.

Previous 'Saved Policies', Implementation and Monitoring

11.1 Saved Policies and other planning policy documents

11.1.1 The Local Plan will replace all of the existing or 'saved' policies in the following Local Plans:

- City of Lincoln Local Plan (adopted 1998)
- North Kesteven Local Plan (adopted 2007)
- West Lindsey Local Plan (adopted 2006)

11.1.2 The following documents which were adopted as 'Supplementary Planning Guidance' (SPG) or 'Supplementary Planning Documents' will be deleted on adoption of this Local Plan:

11.1.3 City of Lincoln

- Long Leys Urban Village
- Anchor Street Development Brief
- Flaxengate/Danesgate Area
- Brayford Wharf North Area – A Guide for Development

11.1.4 North Kesteven

- Sleaford Shopfront Design Guide (1998)
- The Re-use and Adaptation of Rural Buildings

11.1.5 West Lindsey

- Lincolnshire Design Guide for Residential Areas
- West Lindsey Countryside Design Summary (2003)
- Tealby Village Design Statement
- Welton Village Design Statement

11.1.6 This means only the following SPGs/SPDs will remain as material considerations alongside this Local Plan (which will be reviewed and replaced in due course):

11.1.7 City of Lincoln

- Green Design in Planning (2000)

11.1.8 North Kesteven

- Sleaford Maltings (2006)
- Sleaford Town Centre Regeneration (2010)
- Affordable Housing (2008)

11.1.9 West Lindsey

- Off-site Contributions for Affordable Housing

11.1.10 Conservation Area Appraisals: Conservation Area Appraisals will remain as material considerations, though greater weight will be given to those completed in the last ten years.

11.1.11 The Central Lincolnshire Strategic Planning Committee also intends to prepare the following **new Supplementary Planning Document**, to be adopted alongside this Local Plan or shortly thereafter:

- Developer Contributions

11.1.12 Further Supplementary Planning Documents may also come forward to cover:

Previous 'Saved Policies', Implementation and Monitoring

- Site specific proposals, such as for the urban extensions proposed in this Local Plan;
- Other policy area, where it is considered additional guidance to support either this Local Plan or national policy is deemed necessary.

Neighbourhood Planning

One of the formal mechanisms for greater influence over the places that people live is through Neighbourhood Planning, introduced through the Localism Act. It allows Parish Councils, or Neighbourhood Forums where Parish Councils do not exist, to prepare a plan that set policies for the use of land in their area. Such policies could include:

- The allocation of sites;
- Other allocations (such as protecting things which are important to you); and
- Design matters, such as the types of materials you would like to see used in new developments.

Some parishes in Central Lincolnshire are already preparing Neighbourhood Plans, and there is no need for this Local Plan to give you permission to proceed.

The Central Lincolnshire authorities support the production of Neighbourhood Plans and are happy to assist in their production (though the lead and effort must come from the community themselves, as required by law). We would be particularly supportive of Neighbourhood Plans which cover one or more of the following topics (with their inclusion being proportionate to the community which is to be covered by the Neighbourhood Plan):

- Site Allocations (provided they are in line with the thrust of policies in this plan, such as the settlement hierarchy)
- Scale and massing of buildings
- Local character considerations
- Local design and building materials
- Boundary fences/walls design criteria
- Support for community facilities and services to ensure a thriving settlement
- Policies to support sustainable lifestyles
- Affordable housing sites
- Housing type/size (eg small/large dwellings, bungalows)

‘Strategic’ Policies in this Local Plan

Neighbourhood Plans are required to meet the basic conditions as set out in legislation. One element of this is that a Neighbourhood Plan must be in general conformity with the strategic policies contained within the local plan.

To assist Neighbourhood Plans that are produced in Central Lincolnshire, the strategic policies of this Local Plan are listed below:

- Policy LP2 – The Spatial Strategy and Settlement Hierarchy
- Policy LP3 – Level and Distribution of Growth
- Policy LP4 – Growth in Villages
- Policy LP5 – Delivering Prosperity and Jobs
- Policy LP6 – Retail and Town Centres in Central Lincolnshire
- Policy LP9 – Health and Wellbeing
- Policy LP10 – Meeting Accommodation Needs
- Policy LP11 – Meeting Housing Needs
- Policy LP12 – Infrastructure to Support Growth
- Policy LP13 – Transport
- Policy LP14 – Managing Water Resources and Flood Risk
- Policy LP15 – Community Facilities
- Policy LP17 – Landscape, Townscape and Views
- Policy LP19 – Renewable Energy Proposals
- Policy LP20 – Green Infrastructure Network
- Policy LP21 – Green Wedges

Neighbourhood Planning

- Policy LP23 – Biodiversity and Geodiversity
- Policy LP24 – The Historic Environment
- Policy LP26 – Open Space, Sports and Recreation Facilities
- Policy LP28 – Sustainable Urban Extensions (SUEs)
- Policy LP29 – Protecting Lincoln's Setting and Character
- Policy LP30 – Major Development Sites
- Policy LP32 – Lincoln's Universities and Colleges
- Policy LP36 – Transport Priorities / Movement Strategy
- Policy LP38 – Gainsborough Southern Neighbourhood SUE
- Policy LP39 – Gainsborough Northern Neighbourhood SUE
- Policy LP43 – A Growing Sleaford
- Policy LP44 – Protecting Sleaford's Setting and Character
- Policies LP48 – LP54 – Site Allocations Policies
- Policy LP55 – Development in Rural Areas and the Countryside
- Policy LP56 – Gypsy and Traveller Allocations
- Policy LP57 – Ministry of Defence Establishments

For more details on how the relationship between Neighbourhood Plans and these Local Plan policies should be managed and what flexibility exists for Neighbourhood Plans in relation to these policies, please see the Central Lincolnshire Local Plan Strategic Policies Explanatory Note on the Central Lincolnshire Local Plan website.

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Local Plan policy LP2 sets out the settlement hierarchy for Central Lincolnshire and clarifies that settlements in categories 5 (Medium Villages) and 6 (Small Villages) will not be allocated sites in the Local Plan (other than committed sites). Policy LP4 goes on to explain what growth levels will be expected for these smaller settlements including the characteristics used for determining these growth levels.

The Table below sets out what these growth levels mean in real terms for these settlements during the plan period to 2036. As set out in policy LP4, local communities can deliver additional growth above these levels through neighbourhood plans, but this growth level identified in the table will provide certainty for residents, developers and neighbourhood planners about the level of growth that is expected from these settlements.

As with policy LP4 growth levels in column (b) marked with a * indicate a settlement where significant constraints are present and as such no account of potential growth has been taken in calculating supply towards the Local Plan housing targets. These constraints will need to be overcome or removed in order for the growth level to apply.

Please note that the table is correct as at 31 March 2015. Any new permissions since that date can be used against the 'remaining growth' target.

For clarity, just because a village has yet to reach its growth level, this does not mean that all proposals will be appropriate, and planning applications should be tested against the policies of this local plan.

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (% of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Anwick	Small Villages	179	10	18	0	4	22	14
Ashby de la Launde	Small Villages	66	10	7	0	3	45	4
Aubourn	Small Villages	121	10	12	0	0	0	12
Bassingham	Medium Villages	644	15	97	37	7	46	53
Beckingham	Small Villages	148	10	15	0	1	7	14
Bigby	Small Villages	154	10	15	0	9	58	6
Bishop Norton	Small Villages	152	10	15	0	0	0	15
Blankney	Small Villages	57	10	6	0	2	35	4
Blyborough	Small Villages	50	10	5	0	0	0	5
Blyton	Medium Villages	562	10	56	2	5	12	49
Boothby Graffoe	Small Villages	91	10	9	0	3	33	6
Branston Booths	Small Villages	80	10	8	0	0	0	8
Brant Broughton	Medium Villages	313	10	31	0	3	10	28
Brookenby	Medium Villages	313	10*	31	2	23	80	6
Burton	Small Villages	131	10	13	0	2	15	11
Burton Waters	Medium Villages	311	15*	47	35	21	120	0
Cammeringham	Small Villages	52	10	5	0	0	0	5

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (% of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Carlton le Moorland	Small Villages	236	10	24	0	2	8	22
Chapel Hill	Small Villages	72	10*	7	0	1	14	6
Claxby	Small Villages	80	10	8	0	1	13	7
Coleby	Small Villages	177	10	18	3	2	28	13
Corringham	Small Villages	222	15	33	0	3	9	30
Cranwell	Medium Villages	475	15	71	0	1	1	70
Digby	Medium Villages	261	15	39	0	10	26	29
Doddington	Small Villages	61	10	6	0	0	0	6
Dorrington	Small Villages	176	10	18	0	2	11	16
Dunston	Medium Villages	303	10	30	0	1	3	29
Eagle	Medium Villages	277	10	28	1	3	14	24
East Ferry	Small Villages	60	10*	6	0	0	0	6
East Heckington	Small Villages	57	10	6	0	0	0	6
East Stockwith	Small Villages	99	15*	15	0	0	0	15
Ewerby	Small Villages	120	15	18	0	8	44	10
Faldingworth	Small Villages	183	10	18	1	42	235	0
Fenton	Small Villages	139	10*	14	5	8	94	1

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (%) of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Fillingham	Small Villages	105	10	11	0	0	0	11
Fiskerton	Medium Villages	573	35	201	3	0	1	198
Glentham	Small Villages	214	10	21	0	3	14	18
Glentworth	Small Villages	141	10	14	0	2	14	12
Grasby	Small Villages	201	10	20	0	0	0	20
Grayingham	Small Villages	60	10	6	0	1	17	5
Great Hale	Medium Villages	340	10	34	0	1	3	33
Great Limber	Small Villages	124	15	19	0	1	5	18
Greylees	Medium Villages	586	15	88	242	46	328	0
Hackthorn	Small Villages	86	10	9	2	0	23	7
Harmston	Medium Villages	278	10	28	0	1	4	27
Heapham	Small Villages	54	10	5	0	0	0	5
Helpingham	Medium Villages	370	15	56	1	21	40	34
Hemswell	Small Villages	178	10	18	0	0	0	18
Hemswell Cliff	Medium Villages	313	60	188	0	0	0	188
Holton cum Beckering	Small Villages	52	10	5	0	0	0	5

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (% of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Holton le Moor	Small Villages	79	10	8	0	0	0	8
Ingham	Medium Villages	430	15	65	1	1	3	63
Kexby	Small Villages	155	10	16	1	0	6	15
Kirkby	Small Villages	57	10	6	0	0	0	6
Kirkby Green	Small Villages	62	10	6	0	0	0	6
Kirkby La Thorpe	Small Villages	125	15	19	0	7	37	12
Knaith Park	Small Villages	110	15	17	2	1	18	14
Langworth	Small Villages	194	10	19	0	0	0	19
Laughterton	Small Villages	144	10*	14	1	0	7	13
Laughton	Small Villages	179	10	18	0	0	0	18
Lea	Medium Villages	473	15	71	1	3	6	67
Leadenham	Small Villages	183	15	27	0	0	0	27
Leasingham	Medium Villages	723	15	108	0	3	3	105
Legsby	Small Villages	65	10	7	0	0	0	7
Lissington	Small Villages	63	10	6	0	0	0	6
Little Hale	Small Villages	75	10	8	0	1	13	7
Martin	Medium Villages	279	15	42	2	6	19	34

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (% of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Martin Dales	Small Villages	125	10	13	0	0	0	13
Marton	Medium Villages	312	10	31	0	1	3	30
Moortown	Small Villages	79	10	8	0	0	0	8
Morton	Medium Villages	633	15*	95	1	22	24	72
Nettleton	Medium Villages	320	15	48	0	2	4	46
New Toft	Small Villages	163	10	16	0	0	0	16
Newton On Trent	Small Villages	167	10*	17	0	0	0	17
Nocton	Medium Villages	320	10	32	15	33	150	0
Normanby By Spital	Small Villages	178	10	18	0	1	6	17
North Carlton	Small Villages	60	10	6	0	0	0	6
North Greetwell	Small Villages	78	10	8	1	7	103	0
North Kelsey	Medium Villages	431	10	43	0	4	9	39
North Kyme	Small Villages	176	10	18	0	2	11	16
North Owersby	Small Villages	95	10	10	0	0	0	10
North Rauceby	Small Villages	53	15	8	0	0	0	8
North Scarle	Medium Villages	262	10	26	1	3	15	22
North Willingham	Small Villages	55	10*	6	0	0	0%	6

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (%) of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Northorpe	Small Villages	58	10	6	0	1	17%	5
Norton Disney	Small Villages	111	10	11	0	3	27%	8
Osbourneby	Small Villages	191	10	19	0	1	5%	18
Osgodby	Medium Villages	262	10	26	0	1	4%	25
Owmby By Spital	Small Villages	139	10	14	0	0	0%	14
Potterhanworth	Medium Villages	336	10	34	5	13	54%	16
Reepham	Medium Villages	405	15	61	1	6	12%	54
Riby	Small Villages	65	10	7	0	0	0%	7
Riseholme	Small Villages	157	10	16	0	0	0%	16
Rothwell	Small Villages	97	10*	10	0	0	0%	10
Rowston	Small Villages	55	10	6	1	0	18%	5
Scampton	Small Villages	82	10	8	0	2	24%	6
Scopwick	Small Villages	224	10	22	1	3	18%	18
Scothern	Medium Villages	364	10	36	1	3	11%	32
Scotton	Medium Villages	256	10	26	1	2	12%	23
Scredington	Small Villages	124	15	19	0	1	5%	18
Searby	Small Villages	64	10	6	0	0	0%	6

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (%) of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Silk Willoughby	Small Villages	143	15	21	0	9	42%	12
Snitterby	Small Villages	115	10	12	2	1	26%	9
South Hykeham Village	Small Villages	94	10	9	20	4	255%	0
South Kelsey	Small Villages	211	10	21	1	3	19%	17
South Kyme	Small Villages	174	10	17	0	3	17%	14
South Rauceby	Small Villages	171	15	26	0	4	16%	22
Southrey	Small Villages	106	10	11	0	0	0%	11
Spridlington	Small Villages	88	10	9	0	0	0%	9
Springthorpe	Small Villages	71	10	7	0	0	0%	7
Stow	Small Villages	172	10	17	0	1	6%	16
Sturton By Stow	Medium Villages	649	15	97	27	21	49%	49
Sudbrooke	Medium Villages	712	10	71	0	3	4%	68
Swallow	Small Villages	101	10*	10	0	0	0%	10
Swaton	Small Villages	85	10	9	0	0	0%	9
Swinderby	Medium Villages	305	15	46	0	7	15%	39
Swinhope	Small Villages	97	10*	10	0	0	0%	10

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (%) of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Tattershall Bridge	Small Villages	125	10*	13	0	1	8%	12
Tealby	Medium Villages	277	15*	42	0	5	12%	37
The Elms	Medium Villages	339	10*	34	0	0	0%	34
Thoresway	Small Villages	51	10*	5	0	0	0%	5
Thorpe On The Hill	Small Villages	221	15	33	1	4	15%	28
Threekingham	Small Villages	81	10	8	0	0	0%	8
Timberland	Small Villages	214	10	21	1	2	14%	18
Torksey	Small Villages	98	10*	10	2	1	31%	7
Upton	Small Villages	217	10	22	0	1	5%	21
Waddingham	Medium Villages	293	15	44	3	2	11%	39
Walcott	Small Villages	240	10	24	2	7	38%	15
Walesby	Small Villages	113	10	11	0	1	9%	10
Welbourn	Medium Villages	299	15	45	0	25	56%	20
Wellingore	Medium Villages	369	10	37	1	14	41%	22
Whisby	Small Villages	77	15	12	0	0	0%	12
Wickenby	Small Villages	94	10	9	0	1	11%	8
Willingham By Stow	Small Villages	238	10	24	0	0	0%	24

Growth Levels in Villages (Levels 5-6 of the settlement hierarchy)

Settlement name	Hierarchy position	Base number of dwellings (a)	Growth level (%) (b)	Number of dwellings for growth (c) = (a) x (b)	Completions April 2012 – March 2015 (d)	Dwellings from permissions to be built (e)	Percentage of growth level reached (%) of (b)) (%)	Remaining growth (f) = (c) - (d) - (e)
Willoughton	Small Villages	156	10	16	0	0	0%	16
Wilsford	Small Villages	192	10	19	10	0	52%	9

Open Space Standards

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The need for open space in new developments is required as outlined in Policy LP26. It is the aim within Central Lincolnshire Authorities that;

Everyone should live within a 5 minute walk of good quality usable greenspace of at least 0.2 hectares in size.

As a minimum new development should provide/access at least 1.8 Ha within Urban settlements and 1.5 ha/1000 within rural settlements of useable greenspace, which should allow for the provision of formal and informal play and recreation within the following open space provision types; parks and gardens, amenity space, play space, allotments, formal playing fields and natural/semi natural greenspace where the accessibility standard identifies a need.

It is recognised that access to Green corridor networks can also contribute to meeting local open space needs, particularly within the rural settlements. As such access standards to this provision are included in the Natural/semi natural greenspace standard.

Local need in respect of usable greenspace space will be considered in the context of the following open space typologies and provision standards;

Open Space Type	Accessibility Standard	Quality Standard	Quantity Standard ha/1000
Park and Garden	Local provision : 400m or 5 minutes walkable distance Strategic provision : 15K or 15 minute drive	Good and above as defined by Green Flag standards or any local quality criteria	-----
Amenity Green space over 0.2 ha	Local provision : 300m or 5 minutes' walk	Good and above as defined by Green Flag standards or any local quality criteria	No standard ; to be integrated into layout design as necessary
Formal Equipped Play areas	Local provision : 800m or 10 minute walk	Good and above as defined by Fields in Trust and/or any local quality criteria	0.07 ha/1000
Allotments & Community Growing Spaces	Local provision : 800 m	Good and above as defined by locally agreed criteria.	0.37 ha /1000 ⁽¹³⁾
Formal Playing Field provision	Local provision : 1200m or 15 minute walk Strategic provision: : 15KM distance 15 minute drive	Good and above as defined by sport England Governing body standards or any local quality criteria	1.1 ha/1000
Natural/Semi Natural Greenspace	Local provision : 400 m 5 minutes walkable distance	At least 2 ha locally accessible and 5 ha strategically	No standard

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Open Space Standards

(including access to Green corridor and PROW networks)	Strategic provision : 2Km	accessible. Quality good and above as defined by locally agreed criteria.	
Civic Space including cemetery provision	NA	Good and above as defined by locally agreed criteria.	Need to be assessed on an individual Settlement/ neighbourhood level.

Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. See NPPF for further details.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
Amenity	A general term used to describe the tangible and intangible benefits or features associated with a property or location that contribute to its character, comfort, convenience or attractiveness.
Appropriate Assessment	Formal assessment by a Competent Authority of the impacts of a plan or project on the integrity of a Natura 2000 site (such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar sites).
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
Catchment Flood Management Plans (CFMPs)	Produced by the Environment Agency they give an overview of the flood risk across each river catchment. They recommend ways of managing those risks now and over the next 50-100 years.
Community Infrastructure	Facilities available for use by all the community, such as church or village halls, doctor’s surgeries and hospitals, even public houses. Community facilities could also include children’s playgrounds and sports facilities.
Conservation Area	A formally designated area of special historic or architectural interest whose character must be preserved or enhanced.
Custom Build	Housing, including self-build, is housing built by individuals or groups of individuals for their own use, either by building the home on their own or working with builders.
Development Plan Document (DPD)	Generic term for a certain type of plan; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA’s area.
Environmental Impact Assessment (EIA)	The process by which information will be collected about the environmental impact of a project. This is then taken into account by the local planning authority when determining an application for planning permission.
Examination	A form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an Inspector appointed by the Secretary of State. After the examination has ended the Inspector produces a report with recommendations which, in simple terms, are binding on the Council.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.

Glossary

Housing Needs Assessment	An assessment of housing requirements in the area to help establish such things as the size and type of dwellings that are needed, and the need for affordable housing.
Infrastructure	A collective term which relates to all forms of essential services like electricity, water, and road and rail provision.
Joint Strategic Needs Assessment	The means by which Primary Care Trusts and local authorities describe the future health care and wellbeing needs of the local population and to identify the strategic direction of service delivery to meet those needs.
Key Diagram	A diagram (not on an Ordnance Survey base map) to show the general location of key elements of the Local Plan
Lifetime Homes	Homes which are built to an agreed set of national standards that make housing more functional for everyone including families, disabled people and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed.
Local Plan	A Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.
Local Planning Authority (LPA)	The local authority which has duties and powers under the planning legislation.
Major Development	<p>Where the phrase ‘major development’ is used in this Local Plan, it means major development as defined by national legislation at the time. At the time of writing this Local Plan, the phrase is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as follows:</p> <p>“major development” means development involving any one or more of the following—</p> <ul style="list-style-type: none"> (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where — <ul style="list-style-type: none"> (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1ha or more
Major Infrastructure Planning Unit	A Unit established in the Planning Inspectorate which will fast-track major infrastructure projects like offshore windfarms and nuclear power

	stations. Ministers will make the final decision on applications considered by the Unit.
Minor Development	Any development which is not major development
Monitoring Report	A document produced by the local planning authority to report on the progress in producing plans and implementing its policies.
National Planning Policy Framework (NPPF)	Sets out planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
National Planning Practice Guidance (NPPG)	Provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories.
Permitted Development	Permission to carry out certain limited forms of development without the need to make a planning application to a local planning authority.
Planning Inspectorate (PINS)	An agency which provides independent adjudication on planning issues.
Planning Obligations and Agreements	Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.
Policies Map	A map on an Ordnance Survey base map which shows where policies in DPDs apply. It needs to be revised as each different DPD is adopted.
Primary Shopping Area	An area where retailing and the number of shops in a town centre is most concentrated. The extent of this area is defined on the Policies Map.
Primary Shopping Frontages	A Shopping Frontage where a high proportion of retail uses (A1) is located. Defined on the Policies Map.
Ramsar	Ramsar sites are nature conservation sites which support internationally important wetland habitats and are listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat.
Registered Social Landlord (RSL)	A body which is registered with the Housing Corporation under the 1996 Housing Act.
Residential Infilling	Development of a site between existing buildings.
Sequential Approach	An approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.
Single Storey dwellings	Also known as Bungalows, can also be an attractive option for those who want a house tailored to their own needs.
Statement of	An SCI sets out the Council's approach to how and when it will consult

Glossary

Community Involvement(SCI)	with the community in the preparation of planning documents, and making decisions on planning applications.
Supplementary Planning Document (SPD)	SPDs expand on policies or provide further detail to policies contained in a Local Plan. At the time of writing, The Town and Country Planning (Local Planning) (England) Regulations 2012 set out what an SPD can cover.
Sustainability Appraisal (SA)	A formal, systematic process to assess the environmental, economic and social effects of strategies and policies from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.
Sustainable Community Strategy (SCS)	Prepared for the local authority area they provide a strategy for promoting or improving the economic, social and environmental well-being of their area and contributing to the achievement of sustainable development.
Sustainable Development	Usually referred to as “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987). See also the NPPF
Use Classes Order	A piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.