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RES 3	Backland and Tandem Development
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RES 5	Provision of Play Space / Recreational Facilities in New Residential Developments
RES 6	Affordable Housing
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FOREWORD

It is with great pleasure that we present the West Lindsey Local Plan First Review which was formally adopted on the 19th June 2006.

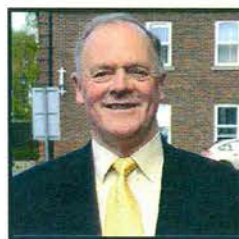
The West Lindsey Local Plan First Review is part of the Development Plan which sets out the spatial framework for the future of land use in West Lindsey up to the year 2016 and it is also the primary consideration in decision making on individual planning applications. It is therefore a very important document which has the potential to impact upon all aspects your life from where you live, work and play.

Planning is, inevitably, a controversial and emotive subject, yet there has been a rigorous public consultation programme which has been undertaken throughout the course of the preparation process which used some new, innovative and exciting methods and techniques designed to meet the specific needs and requirements of the varied communities across the District. New events included markets stalls in the heart of our market towns, travelling around on the BBC Bus as it journeyed throughout the District, holding 'drop-in' sessions at a variety of Public Houses throughout the District together with extensive media coverage. The consultation programme was formally recognised by the Royal Town Planning Institute (East Midlands) Award 2004 for Community Engagement and Social Inclusion.

Throughout the course of the whole Local Plan First Review preparation process there has been approximately 3,000 people spoken to at consultation events and this also resulted in a total of 2,400 separate representations from individuals, organisations, developers and agents. By comparison to the previous Local Plan, the successful consultation periods of the Local Plan First Review have generated a substantial increase in the number of people seen at events and a 40% increase in the numbers of representations received, which also included a number of representations in support of proposals. The interest in the Local Plan First Review has been pleasing as it has actually been far less controversial than its predecessor in general terms.



Councillor Reg Shore
Leader of the Council



Councillor Peter Heath
Chairman - Development Plan Sub-Committee

PREFACE

THE NEED FOR THE LOCAL PLAN

The UK Planning system is based upon the premise of a plan-led system, therefore in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 all planning applications and appeals will be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The West Lindsey Local Plan First Review is part of the statutory Development Plan for the District. It has been prepared having regard to Central Government Planning Policy and the Regional Spatial Strategy for the East Midlands (RSS8) which outlines the broad overarching principles for planning at UK and regional level. The Local Plan is also informed by the Lincolnshire Structure Plan Review which proposes the broad strategic issues including housing and employment provision within Lincolnshire. Policies and proposals contained within the Structure Plan Review do not refer to specific sites or locations.

WEST LINDSEY LOCAL PLAN FIRST REVIEW

The West Lindsey Local Plan First Review amplifies the broad framework of the Lincolnshire Structure Plan Review, Regional Spatial Strategy and Central Government Planning Policy. It sets out the detailed policies and proposals for the future development of the whole of the West Lindsey District for the period up to 2016 which is a ten year period following adoption which is in line with advice in PPG 12 (Development Plans). It replaces the existing West Lindsey Local Plan 1993-2001 (Adopted April 1998).

The Local Plan First Review comprises of three documents:

- **Document 1 Strategy:** introduction, aims, objectives, targets and the Local Plan Strategic Framework, Sustainability and Key Issues for the three Market Towns.
- **Document 2 General Policies and Appendices:** Topic Chapters covering the residential environments, rural economy, core policies, community, recreation and tourism, retail and town centres and the natural and built environment, together with a series of technical appendices.
- **Document 3 Inset and Proposals Maps:** including an overall Proposals Map for the whole District, detailed inset maps for settlements and development requirements for the allocated sites.

THE LOCAL PLAN PROCESS

There are six distinct stages before adoption in preparing a Local Plan:

- **Issues Stage** – This was an informal consultation period in 2000, which asked the residents of the District for their general ideas about what development they would like to see and where it should be located. All the responses received were considered in drawing up the First Deposit Draft of the Local Plan First Review.
- **First Deposit Draft** – Set out the detailed policies and proposals for the District. It was placed on deposit for a statutory six-week period of public consultation in Autumn 2003 and approximately 2,000 individual representations were received from the residents of West Lindsey and other interested parties in support of or objection to parts of the plan. All representations had to be received within the six-week period to be

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considered. All representations were then considered by the Council and decisions were made as to what changes were to be made to the Plan.

- **Revised Deposit Draft** – Changes were made to the Plan following the First Deposit Draft Consultation Period. The Revised Deposit Draft was placed on the six-week period of public consultation in Autumn 2004.
- **Public Inquiry** – Unresolved objections to the Plan from the first and revised deposit stages were subject to a Public Inquiry where they were considered by an independent Planning Inspector who was appointed by the First Secretary of State. The Public Inquiry took place in February/March 2005.
- **Inspector's Report** – Inspector's Assessment and Recommendations on the unresolved objections was received by the Council in December 2005.
- **Proposed Modifications & Further Proposed Modifications** – The Council considered the Inspector's Report and made a decision whether to accept or reject the Inspector's Recommendations. 74 Proposed Modifications were published for consultation in February 2006. Following the consideration of the representations made, 4 Further Proposed Modifications were published for consultation in April 2006.
- **Adoption** – The Council resolved to adopt the West Lindsey Local Plan First Review following the consideration of representations made on the Further Proposed Modifications.

The West Lindsey Local Plan First Review was adopted by the Council on the 19th June 2006.

The West Lindsey Local Plan First Review is available on-line at: www.west-lindsey.gov.uk

The Plan is published on behalf of the Council by:

Development Policy Manager:

Anthony B. Northcote

DipTP DipURP MA IPSM ACMI MRTPI

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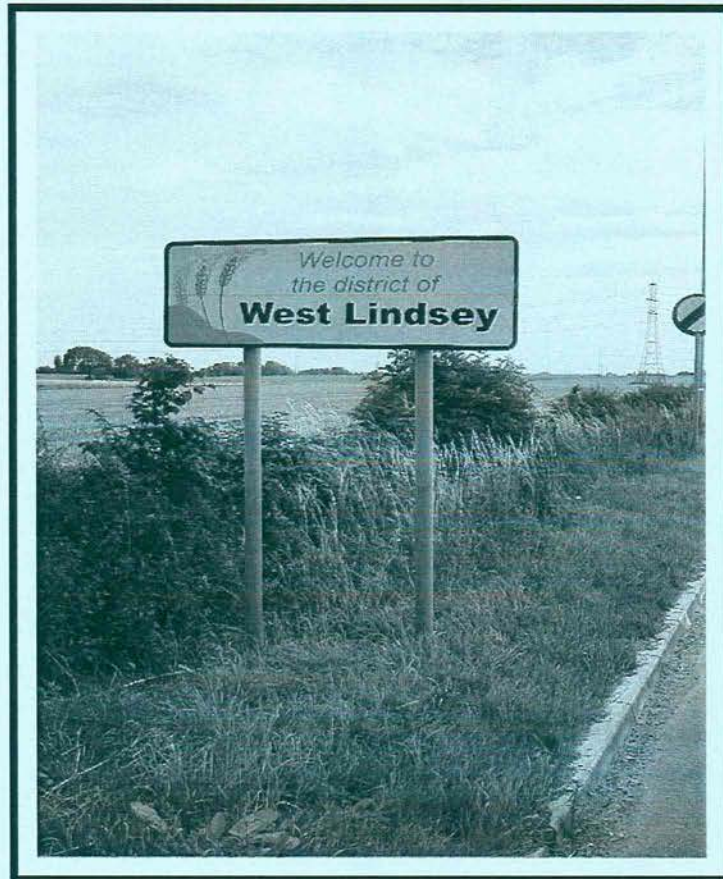
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WEST LINDSEY LOCAL PLAN FIRST REVIEW

JUNE 2006



INTRODUCTION



INTRODUCTION, AIMS AND OBJECTIVES, TARGETS AND MONITORING

INTRODUCTION

1. West Lindsey occupies the north-western corner of Lincolnshire. It is a large District covering an area of 1,156 square kilometres (447 square miles) of predominantly open countryside, much of which is arable land. The largest settlement is the market and industrial town of Gainsborough. In the eastern part of the District lie two smaller market towns, Market Rasen and Caistor, and adjoining the southern boundary of the District is the City of Lincoln. West Lindsey has cause to be optimistic about the future; the District has many qualities and assets, which form a solid foundation upon which to build. For example, the quality of life offered to residents in the District is high due to a culmination of different aspects. The District boasts some excellent countryside including the Lincolnshire Wolds Area of Outstanding Natural Beauty. Despite this idyllic setting, land and buildings are relatively cheap in comparison to other areas around the country with equivalent beauty, further contributing positively to the quality of life of the residents and the potential for investors.

2. Throughout the District there are numerous Listed Buildings and Conservation Areas further enhancing the natural beauty. The District is rich not only in its built heritage but also its natural environment, which has an abundance of flora and fauna.

3. Thus it can be seen that the District boasts many assets which will be protected and enhanced through the Local Plan First Review. This chapter sets out the aims, objectives and targets for the Plan that will be used as a tool to monitor its effectiveness.

ROLE AND PURPOSE OF THE PLAN

4. The role of the Local Plan First Review is to assist with the overall purpose of planning. The planning system regulates development and the use of land in the public interest. The preparation of the Local Plan is the most effective way of reconciling the demand for development and the protection of the environment, in order to ensure that there will be a net benefit to society and the built and natural environment arising from all development proposals.

5. The Local Plan First Review sets out criteria in the form of policies against which all proposals for development are considered. Other material planning considerations are taken into account but the Local Plan First Review contains detailed policies at a local level including the allocation of specific sites for different land uses.

6. The Local Plan First Review therefore has the following main functions:

- Amplifying National and Regional Planning Policy and the Lincolnshire Structure Plan Review and applying them to the needs and specific circumstances of West Lindsey.
- Setting out planning policies devised to help safeguard and improve the environment, control development and other uses of land, and promote the economic and social well-being of those living and working in West Lindsey.
- Informing the general public and other interested parties about land use issues of District-wide and local importance and providing opportunities for them to be involved in solutions for resolving land use planning problems.

INTRODUCTION, AIMS AND OBJECTIVES, TARGETS AND MONITORING

12. In order to achieve the national sustainability objectives, it is essential that there is a balance between environmental, social and economic factors and that on-going development is sustainable to meet the needs of today's society whilst not harming the chances of future generations to meet their needs.

13. The aim of the Plan is not only to ensure the quality of life for residents of the District is retained but that quality of life is enhanced, by striking the correct balance between these three factors.

14. The Plan must also take account of the Regional Spatial Strategy for the East Midlands (RSS8) as well as the Lincolnshire Structure Plan Review. The aims and objectives are also mindful of the various Central Government Planning Policy Statements and other relevant forms of advice or policy.

15. In more detail, the Plan's further twelve objectives underlying its content are:

- To set a clear long-term vision for the future development of the District.
- To adopt a sequential approach to development and the allocation of land with the prioritisation of the use of previously developed land in order to prevent the unnecessary development of greenfield sites.
- To reinforce and sustain the role of the District's towns as service centres for surrounding settlements and make them attractive to visitors from further a field.
- To meet the District's need for new homes and to ensure choice and diversity of homes for every person regardless of their social situation or need.

- To preserve and enhance the existing physical character of the settlements and landscapes throughout the District, developing buildings and schemes with positive contributions towards the physical quality of the District, enhancing the environment.
- To ensure the District's economy will grow and diversify to improve the quality of life for residents and future residents.
- To promote rural diversification to protect the future of the rural economy.
- To safeguard and enhance the historic, cultural, landscape, biodiversity and wildlife assets of the District.
- To ensure people have access to a range of recreational facilities as required.
- To promote and actively support the District's range of tourism attractions including the Lincolnshire Wolds AONB and the many heritage and natural attractions in the District to contribute towards the economic and social well being of West Lindsey.
- To reduce the need to travel by ensuring all major new developments including new homes, employment-creating development, leisure and retail developments are situated close to existing where they can easily be accessed by public transport or walking or cycling.
- To facilitate walking, cycling and the use of river, canal and public transport in order to reduce congestion and pollution caused by excessive use of the private car.

INTRODUCTION, AIMS AND OBJECTIVES, TARGETS AND MONITORING

16. The Plan seeks to promote positive development where appropriate, enhancing the social, economic and environmental aspects of the settlements. At the same time the Council seeks to preserve and protect the cultural and industrial heritage thus making West Lindsey a place where people choose to live, work and play. The Council will actively promote and where possible embrace, positive planning tools, such as Village Appraisals, Parish Housing Needs Surveys, Village Design Statements and Parish Plans which aim to increase the community involvement in the planning system.

TARGETS

17. It is imperative that the Local Plan First Review sets achievable targets, which can be monitored to assess performance. Central Government sets out a number of targets Local Authorities should aim to reach. A good example of one of these targets would be the national requirement to develop 60% of residential development on brownfield land in order to protect greenfield land from unnecessary development.

18. In West Lindsey these National and Regional targets may not always be realistic due to the unique nature of the District. Thus when setting targets the distinctive character of the District and the issues and problems faced by that particular District must be considered. Targets set out in a Local Plan must therefore be specific to West Lindsey but based on National and Regional objectives. They should be achievable and realistic but also challenging for the specific circumstances of the District. The targets set out must also be measurable to establish if they have been achieved as part of the annual monitoring.

19. There are six targets for the Local Plan First Review:

To increase the percentage of new housing development on previously developed land to meet with national sustainability objectives on a year on year basis with the aim of reaching a target of 40% by 2016.

The national target is to achieve 60% of new housing on previously developed land. Land is a finite resource and protecting greenfield sites (those previously undeveloped in planning terms), is essential in order to maintain the natural beauty and character of the countryside. As the District is deeply rural in nature, the national target is unlikely ever to be achievable.

The re-use of previously developed land can improve the character of the area. If the site or building is vacant and/or run-down it may be an eyesore that would be improved with re-development. Although being brownfield land is not in itself necessarily a primary reason for approving development as proposals must still satisfy all relevant policies to be acceptable in planning terms.

To reduce the number of vacant residential dwellings in the District to reflect the national and regional averages by 2016.

Many habitable dwellings, especially in Gainsborough are currently vacant. Vacancy rates have reached over 6% in West Lindsey in recent years (compared to a Lincolnshire average of 3.69%). Some housing is arguably reaching the end of its natural life but many empty dwellings are habitable and could make a contribution to affordable housing.

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To ensure that at least 320 dwellings per annum are completed until 2016.

A regular supply of new housing will ensure that the market is not unduly restricted and there is some degree of certainty for housing availability through the District.

To ensure that at least 50 affordable dwelling units are brought forward annually by the planning system.

Affordable housing can be brought about by various mechanisms. The land use planning system has a role to play and the Council is keen to see that affordable housing is made available throughout the District to allow housing market choice. The target of 50 dwellings per annum is based upon the results of the Housing Needs Survey (2003) and recent monitoring of completions and is considered to be realistic for West Lindsey.

To halt the population decline in the three Market Towns of Gainsborough, Market Rasen and Caistor and encourage development that would see a population growth by 5% over the Plan Period.

Population decline has a detrimental effect on the capacity of the services and facilities within the three Market Towns to remain economically viable.

The most recently available population estimates indicate West Lindsey grew only marginally from 76,700 in 1991 to 84,000 in mid-2004. Between 1991 and 2001 there was a decline or very limited growth in the populations of Gainsborough (-6%), Caistor (+4%) and Market Rasen (including Middle Rasen) (+5%) all based on Census figures.

The Local Plan First Review has allocated land for 2178 dwellings within the three Market Towns collectively. Therefore it is estimated that, based on an average of two adults per household the population will rise by 5%, approximately 4356 persons, when allocated housing sites have been completed. This will ensure that existing services and facilities within the three towns remain economically viable and provide a greater catchment population to encourage more services and facilities in order to continue to meet the needs of the population of West Lindsey.

To ensure that the Heapham Road Employment Site achieves a 50% occupancy target by 2016.

The Heapham Road Employment Site is the largest employment allocation within the District. It plays a strategic role in ensuring the economic viability of the District and it is vital that this site is developed as planned.

20. The policies throughout this Local Plan First Review have been formulated to try to ensure that development meets these aims, objectives and targets for the benefit and quality of life of current and future residents of the District and visitors alike, and for the local and wider environment.

DEFINITION OF TERMS USED IN POLICIES IN THE PLAN

21. The following terms are used in the Local Plan First Review and require a definition in the interests of clarity.

Brownfield Land: *All previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure.*

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Greenfield Land: *All land that is not defined as brownfield or previously developed. This includes all agricultural and forestry land.*

FUL PP or f/p: *Full Planning Permission*

OUT PP or o/l: *Outline Planning Permission*

RM PP: *Reserved Matters
Planning Permission*

u/c: *Under Construction*

PPG: *Planning Policy Guidance*

PPS: *Planning Policy Statement*

RSS: *Regional Spatial Strategy*

Settlement Boundary: *Line indicated around the built footprint of the Towns and Primary Rural Settlements on the Inset Maps.*

Outside of Settlement Boundary: *All land not within the settlement boundaries of the Urban Area of Lincoln, the Towns or the Primary Rural Settlements. i.e. it covers land in all the other settlements and the open countryside.*

Settlement: *Any Town or Village contained within the Towns; Primary Rural Settlement; Subsidiary Rural Settlement; and Small Rural Settlement categories of the settlement hierarchy.*

Open Countryside: *those areas of the District outside of 'Settlement' as defined above.*

IMPLEMENTATION

22. The determination of planning applications is the main method of the implementation of a Local Plan conferred by Section 38(6) of the Planning and Compulsory Purchase Act 2004. Other ways would include the promotion of economic

development, tourism and leisure, countryside management, environmental improvement, initiating and co-ordinating schemes and providing grant aid and advice such as design guidance leaflets. All proposals within the Local Plan are capable of being implemented or initiated within the Plan Period. A large number of agencies will be required to co-operate in order to implement proposals, although most development will be implemented by the Private Sector and controlled by the District Council through its Development Control powers.

23. Where the District Council has the sole responsibility for implementing proposals, the rate at which they are achieved will be dependent upon a rolling programme of resource allocation. The District Council has relatively little control over the timing of the implementation of other proposals. The speed at which these are implemented will be dependent upon the priorities of the players concerned, their resources in terms of grants, land and the work of voluntary groups, as well as regard to the wider economic conditions. The District Council will do everything within its power to remove the hurdles to development proposals and to actively promote development activity in the Plan Area.

MONITORING

24. The policies and proposals in the Local Plan First Review have been prepared on the basis of the best information available at the present time. However, over the Plan period, circumstances will change. A shift in Government thinking or an economic situation may alter the thrust of some policies.

25. The District Council will monitor continually the changes occurring throughout the District. This will require collecting and collating information on a wide variety of matters, including

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population, employment, new development (including housing, industry and retail), traffic and parking. This data will be published each year through the Annual Monitoring Report.

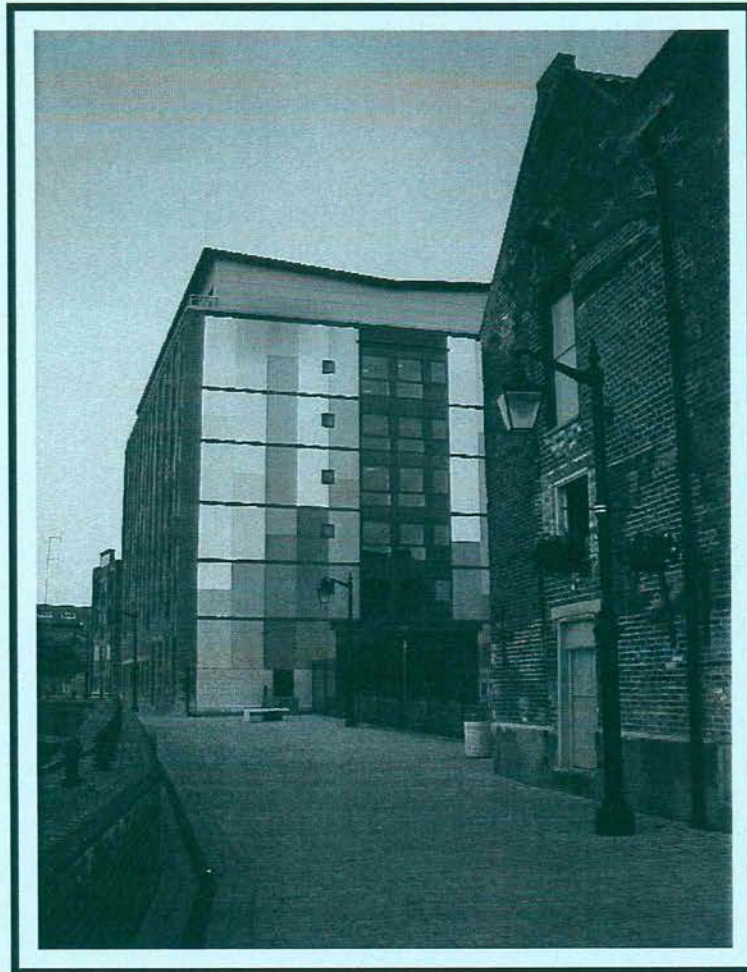
26. It is essential to be able to monitor the effectiveness of the Local Plan. One way of monitoring aspects of the Plan is by reviewing the Plan's success in meeting targets and aims and objectives. This will reveal if the Plan is realising what it set out to achieve.

REVIEW

27. The Planning and Compulsory Purchase Act 2004 replaces Local Plans with new Local Development Frameworks (LDFs). Work on the new LDF will begin in 2007 and it is anticipated that the document will be adopted by 2010. The new LDF will look at the period from 2006 to 2026.

WEST LINDSEY LOCAL PLAN FIRST REVIEW

JUNE 2006



CHAPTER A: STRATEGIC FRAMEWORK



CHAPTER A – STRATEGIC FRAMEWORK (STRAT)

INTRODUCTION

A1 The policies in this chapter will deliver a number of key strategic functions. One of the primary objectives of this chapter is to allocate specific sites for key uses during the period of the Plan. These key uses include housing, employment, retail, and mixed-use sites.

A2 This chapter also sets out the Council's overall development strategy. This strategy states what type of housing and other development will be permitted, where it should be located, and in what circumstances permission will be granted. It is essential to have these policies in place in order to meet the Regional Spatial Strategy and not exceed the allowed number of new dwellings in the District during the plan period.

AIMS AND OBJECTIVES

A3 The aims and objectives of the Strategic Framework of the Local Plan First Review are:

- To ensure a suitable and adequate supply of land is allocated for the various key life uses.
- To ensure housing development is permitted in sustainable locations in accordance with the Council's sustainability criteria.
- To ensure housing development meets with criteria set out in PPG3 (Housing)/PPS3 (Housing), RSS8 and other strategic guidance including the Lincolnshire Structure Plan Review.
- To ensure that the quality of life of local residents is protected.
- To facilitate economic regeneration.
- To safeguard, enhance and protect the historic and cultural landscape, biodiversity

and wildlife assets of the District and to protect the countryside for its own sake.

- To establish a clear and coherent strategy for the future development of the District.

NATIONAL, REGIONAL AND STRATEGIC GUIDANCE

A4 Due to the broad range of topics covered in this chapter a wide range of National, Regional and Strategic Policy applies. Central Government Policy requires new housing to be developed in 'sustainable' locations to help reduce the need to travel. The Regional Spatial Strategy sets out the housing figures for the Counties indicating the number of dwellings they must provide. The Districts are then allocated a housing figure in the Lincolnshire Structure Plan Review produced by the County Council.

A5 The policies which seek to direct housing development to the most sustainable settlements reflect the provisions of the Regional Spatial Strategy.

A6 National Policy encourages mixed-use development. Local Authorities are required to adopt a positive and proactive approach to mixed-use developments to avoid large areas in town centres losing vitality caused by large single use developments.

A7 National Policy for industrial and commercial development is contained in PPG4 (Industrial and Commercial Development and Small Firms). Whilst encouraging the development of employment generating uses, emphasises the need to locate this type of development in sustainable locations. This has been considered when allocating sites for employment development in this Plan.

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A8 The Lincolnshire Structure Plan Review requires that employment development should be on a scale related to the role, function and character of the settlements in which it is located.

A9 The Lincolnshire Structure Plan Review directs that requirements for infrastructure provision must be met by the developer.

DEVELOPMENT REQUIRING PLANNING PERMISSION

A10 Policy STRAT 1 is the keynote policy against which all development proposals requiring planning permission will be assessed together with other relevant policies throughout the plan.

A11 This policy indicates that all new development will be judged against the effect it will have on the quality of the environment. Criteria contained in the policy will be used to assess all new development proposals. PPS1 (Delivering Sustainable Development) suggests that there needs to be a measure of certainty about what types of development will be permitted. The plan-led system advocates a general presumption in favour of proposals which are in accordance with the Development Plan. The Council will naturally also assess all other material planning considerations. This policy outlines the broad and fundamental factors in land use planning and will be used as a starting point when new development is being considered.

POLICY STRAT 1 - DEVELOPMENT REQUIRING PLANNING PERMISSION

All development must take full account of the need to protect the environment so that present demands do not compromise the ability of future generations to meet their own needs and enjoy a high quality environment. Development must reflect the need to safeguard and improve the quality of life of residents, conserve energy resources and protect the Plan area's character and be satisfactory with regard to:

- i. The number, size, layout, siting, design and external appearance of buildings and structures;*
- ii. The provision of adequate and safe access to the road network to prevent the creation or aggravation of highway problems;*
- iii. The scope for providing access to public transport;*
- iv. The scope for reducing the length and number of car journeys;*
- v. The provision of vehicular and cycle parking facilities;*
- vi. The impact on the character, appearance and amenities of neighbouring, and where relevant, other land, including visual encroachment into the countryside;*
- vii. The impact on the character, appearance and setting of historic assets including Conservation Areas, Listed Buildings, Scheduled Ancient Monuments and Historic Parks and Gardens;*

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viii. *The impact of the proposal on neighbouring and, where relevant, other uses;*

ix. *The availability and capacity of infrastructure and social/community facilities to adequately serve the development;*

x. *The retention and safeguarding of existing trees, woodlands and hedgerows where feasible and the incorporation of landscape measures and/or the utilisation of natural screening in order to maintain the ecological value of the site and the wider environment;*

xi. *The incorporation of crime prevention and community safety measures, where relevant, in the design and layout of buildings and areas;*

xii. *Any other material considerations properly related to regulating the use and development of land, including:*

- *Protecting general water quality and the quality of groundwater;*
- *Protecting air quality;*
- *Protecting land quality from contamination;*
- *Maximising the use of previously developed land;*
- *Avoiding utilising land subject to flood risk;*
- *Creating local distinctiveness.*

Adequate information must be supplied with all applications so that the effects of development proposals in relation to the policies contained in the Local Plan can be properly judged. Where in sensitive locations new development will have an impact on the character of the area by virtue of its location or scale, planning permission will not be granted unless detailed plans are submitted with the planning application.

JUSTIFICATION

A12 As indicated above, this policy is a starting point against which all development proposals will be judged. Stated in this policy are all the fundamental land use factors that new development proposals should take into account. The policy also sets out the importance the Council attaches to the protection of the environment. The idea of sustainability is an often repeated aim of the Government and is central to this policy objective.

A13 A good quality environment is an asset to existing residents and new inhabitants and is helpful in attracting new economic investment. For these reasons alone the Council must ensure that the quality of the environment has considerable importance attached when any new development is proposed.

A14 When considering development proposals the Council must have adequate information to enable them to be judged against the policies in the plan. In many locations in the District which are sensitive to new developments, simple outline applications do not give sufficient detail to allow a complete consideration of the application. These sensitive locations and situations include:

- Applications in a Conservation Area; the Lincolnshire Wolds AONB; or in an Area of Great Landscape Value.
- Applications for development which will affect a Listed Building and/or its setting; Sites of Special Scientific Interest; Sites of Nature Conservation Importance; Archaeological Sites, Regionally Important Geological or Geomorphological Sites or Green Wedges.

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- Applications for the development or extension of major tourist, recreation or retail development.
- Applications for development which may create pollution, unnecessarily use resources, including energy, or otherwise significantly add to environmental problems.

A15 Where it appears that a new development will result in a loss in the quality of the environment, information must be provided with the application to indicate what measures will be taken to mitigate that loss. The information should also indicate how these measures can be delivered and how a net gain from the development can be obtained. All development proposals should positively contribute to the enhancement of local distinctiveness and sense of place.

LOCATION OF NEW HOUSING – RESIDENTIAL ALLOCATIONS

A16 Sites proposed for new housing should be well related in scale and location to existing development, well integrated with the existing pattern of settlement and surrounding land uses and should take account of the availability or need for infrastructure, including public transport.

A17 When deciding the location of residential allocations a number of factors have been taken into account in order to ensure that the sites allocated are sustainable and do not have an adverse effect on the surrounding area.

DISTRICT HOUSING REQUIREMENT

A18 Lincolnshire County Annual Requirement as set out in RSS8 which the First Secretary of State has 'Directed' the Structure Plan to be amended to match is 2,750 dwellings per annum.

A19 The Lincolnshire Structure Plan Review 2004 follows this new annual housing figure.

A20 Using the Lincolnshire Structure Plan Review 2004 as the basis for the percentage split between the Districts. The West Lindsey portion is 7,000 dwellings from a 55,000 total for the period 2001-2021. West Lindsey therefore has 12.7% of the Lincolnshire total.

A21 Taking 12.7% of the new RSS8 derived County target of 2,750 dwellings per annum as set out in the Structure Plan Review 2004, gives West Lindsey an Annual Requirement of 350 dwellings.

A22 For the Local Plan period of 2001-2016 (15 years) the West Lindsey housing requirement is therefore:

$15 \times 350 = 5,250$ dwellings (District-wide)

DISTRICT SUB-AREA REQUIREMENT

A23 Using Policy H1 of the Lincolnshire Structure Plan Review 2004 as the basis for the Sub-Area split, the Sub-Area Requirements (2001-2021) are therefore:

Towns (Urban)

3,100 dwellings out of the 7,000 district total
(155 dwellings per annum)

Lincoln Policy Area

2,900 dwellings out of the 7,000 district total
(145 dwellings per annum)

Rural

1,000 dwellings out of the 7,000 district total
(50 dwellings per annum)

(See Appendix 11 for a map illustrating the Sub-Areas)

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A24 The Plan Period (2001-2016) Sub-Area Housing Requirement is therefore as follows:

Towns (Urban)

155 dwellings x 15 years = 2,325 dwellings

Lincoln Policy Area

145 dwellings x 15 years = 2,175 dwellings

Rural

50 dwellings x 15 years = 750 dwellings

(See Appendix 11 for a map illustrating the Sub-Areas)

A25 For the Local Plan Period (2001-2016) the Towns (Urban) Sub-Area Housing Requirement is split further by a resolution of West Lindsey District Council as follows (Gainsborough 65%, Market Rasen 25% and Caistor 10%). Note: Market Rasen includes Middle Rasen due to issues associated with Parish Boundaries.

Gainsborough

65% of 2,325 dwellings = 1,511 dwellings

Market Rasen (inc. Middle Rasen)

25% of 2,325 dwellings = 581 dwellings

Caistor

10% of 2,325 dwellings = 233 dwellings

A26 In summary, therefore the West Lindsey Local Plan First Review Housing Requirement (2001-2016) is:

Gainsborough 1,511 dwellings

**Market Rasen
(inc. Middle Rasen)** 581 dwellings

Caistor 233 dwellings

Lincoln Policy Area	2,175 dwellings
Rural	750 dwellings

HOUSING SUPPLY

A27 The Local Plan First Review has a base date of 01/01/2003 for housing purposes. This means that housing calculations are based on that date. Firstly Housing Completions by Sub-Area in 2001 and 2002 need to be accounted for:

Gainsborough

63 + 30 = 93 dwellings built

Market Rasen (inc. Middle Rasen)

11 + 22 = 33 dwellings built

Caistor

2 + 2 = 4 dwellings built

Lincoln Policy Area

247 + 209 = 456 dwellings built

Rural

64 + 78 = 142 dwellings built

A28 Next a Brownfield Windfall Allowance needs to be derived from the Urban Capacity Study. The Council carried out such a study which identified a total potential capacity yield of 2,116 dwellings on previously developed land which is split as follows:

Towns (Urban) 1,005 dwellings

Lincoln Policy Area 640 dwellings

Rural 471 dwellings

A29 Of the various previously developed land categories identified in the Urban Capacity Study, category 4 (vacant/derelict land and buildings), has already been considered by the Council with a view to specifically allocating any suitable sites

CHAPTER A – STRATEGIC FRAMEWORK (STRAT)

in this category for residential development. Therefore, if all the categories, except category 4, are totalled then the potential capacity yield is reduced to 1,482 dwellings District-wide split as follows:

Towns (Urban)	521 dwellings
Lincoln Policy Area	512 dwellings
Rural	449 dwellings

A30 During public consultation on the study, concern was expressed at the level of recycled sources in categories such as 'Re-Use of Empty Homes.' Also the suitability of some sites was also questioned, although some respondents had also highlighted other sites that they feel should have been included in the Urban Capacity Study. In response to these factors and the long term nature of some of the categories, (excluding category 4), then the Urban Capacity Study (which looked at a 20 year period) is felt to be unlikely to realise all of the potential yield over its 20 year horizon. The Council in response to public consultation on the study is of the view that a realistic assumption would be that $\frac{2}{3}$ of the potential yield is likely to be realised during a 20 year time horizon.

A31 The 20-year windfall estimate would therefore be as follows:

Towns (Urban)

521 dwellings $\times \frac{2}{3} = 347$ dwellings

Lincoln Policy Area

512 dwellings $\times \frac{2}{3} = 341$ dwellings

Rural

449 dwellings $\times \frac{2}{3} = 299$ dwellings

A32 However, the Local Plan Period is only 15 years therefore these Previously Developed Land

Windfall estimates need to be adjusted from a 20 year to a 15 year estimate. They also need to be split between the 3 towns on the same percentage basis as set out in paragraph A25. The Plan Period (2001-2016) Windfall Allowance is therefore as follows:

Gainsborough

347 dwellings $\times \frac{3}{4} \times 65\% = 169$ dwellings
(approx. 11 dwellings per annum)

Market Rasen (inc. Middle Rasen)

347 dwellings $\times \frac{3}{4} \times 25\% = 65$ dwellings
(approx. 4 dwellings per annum)

Caistor

347 dwellings $\times \frac{3}{4} \times 10\% = 26$ dwellings
(approx. 2 dwellings per annum)

Lincoln Policy Area

341 $\times \frac{3}{4} = 256$ dwellings
(approx. 17 dwellings per annum)

Rural

299 $\times \frac{3}{4} = 224$ dwellings
(approx. 15 dwellings per annum)

A33 This Windfall Allowance is considerably below that achieved over the last few years; however, until now any Windfall Allowance also took account of Greenfield land.

A34 Taking account of the completions set out in paragraph A27 and the Windfall Allowance set out in paragraph A32 then the housing supply remaining to be met from land committed by planning permission and/or allocations in this Local Plan First Review is as follows:

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Gainsborough

1,511 – 93 – 169 = 1,249 dwellings

Market Rasen (inc. Middle Rasen)

581 – 33 – 65 = 483 dwellings

Caistor

233 – 4 – 26 = 203 dwellings

Lincoln Policy Area

2,175 – 456 – 256 = 1,463 dwellings

Rural

750 – 142 – 224 = 384 dwellings

A35 From the information contained within the Housing Land Availability Study as at the 01/01/2003 (base date of this plan) then the land committed with planning permission is as follows:

Gainsborough

75 u/c + 35 o/l + 225 f/p = 335 dwellings

Market Rasen (inc. Middle Rasen)

61 u/c + 44 o/l + 66 f/p = 171 dwellings

Caistor

1 u/c + 25 o/l + 70 f/p = 96 dwellings

Lincoln Policy Area

251 u/c + 88 o/l + 547 f/p = 886 dwellings

Rural

169 u/c + 305 o/l + 339 f/p = 813 dwellings

The calculations for the Housing Requirements use the following abbreviations: 'u/c' – under construction; o/l – outline; f/p – full planning permission.

A36 Finally, therefore taking account of land committed by planning permission the housing supply remaining to be met from allocations in this Local Plan First Review is as follows:

Gainsborough

1,249 – 335 = 914 dwellings

Market Rasen (inc. Middle Rasen)

483 – 171 = 312 dwellings

Caistor

203 – 96 = 107 dwellings

Lincoln Policy Area

1,463 – 886 = 577 dwellings

Rural

384 – 813 = MINUS 429 dwellings

A37 The West Lindsey Local Plan First Review allocates the following amount of land for residential development in Policy STRAT 2. Deductions have been made in this table to avoid double counting of any sites with an extant planning permission. The planning status as at 01/01/2003 for each site is shown in Policy STRAT 2. The residential allocation is therefore as follows:

Gainsborough	1,193 dwellings
Market Rasen (Inc. Middle Rasen)	477 dwellings
Caistor	272 dwellings
Lincoln Policy Area	849 dwellings
Rural	311 dwellings

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A37a The West Lindsey Local Plan First Review also allocates land as Mixed Use sites a number of which have a residential element as shown in Policy STRAT 14. Again deductions have been made to avoid double counting of land that has planning permission as the 1/1/2003. This only affects sites BW(M)1, G(M)1 and MR(M)5. The residential element allocation from the mixed use sites is therefore as follows:

Gainsborough	211 dwellings
Market Rasen (inc. Middle Rasen)	25 dwellings
Caistor	zero dwellings
Lincoln Policy Area	85 dwellings
Rural	26 dwellings

A37b Overall Housing Supply is therefore as follows:

Gainsborough

93 + 169 + 335 + 1,193 + 211 = 2,001 dwellings

Market Rasen (inc. Middle Rasen)

33 + 65 + 171 + 477 + 25 = 771 dwellings

Caistor

4 + 26 + 96 + 272 + zero = 398 dwellings

Lincoln Policy Area

456 + 256 + 886 + 849 + 143 = 2,590 dwellings

Rural

142 + 224 + 813 + 311 + 26 = 1,516 dwellings

A37c The overall Housing Supply therefore represents an over-allocation as follows:

Gainsborough

Requirement	1,511 dwellings
Supply	2,001 dwellings
Over Allocation	490 dwellings (32%)

Market Rasen (inc. Middle Rasen)

Requirement	581 dwellings
Supply	771 dwellings
Over Allocation	190 dwellings (33%)

Caistor

Requirement	233 dwellings
Supply	398 dwellings
Over Allocation	165 dwellings (71%)

Lincoln Policy Area

Requirement	2,175 dwellings
Supply	2,590 dwellings
Over Allocation	415 dwellings (19%)

Rural

Requirement	750 dwellings
Supply	1,511 dwellings
Over Allocation	766 dwellings (102%)

A38 There are implications for the Local Plan First Review in that the level of potential over allocation is significant in some Sub Areas of the District. It is the Councils view that the following action should be considered:

Gainsborough – No action to be taken. The Regional Spatial Strategy for the East Midlands (RSS8) identifies the town as a Regeneration Priority; therefore its scale of development proposed is felt to be appropriate given this new enhanced status. The Lincolnshire Structure Plan Review 2004 has been unable to fully reflect

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the RSS8 status given its overall reduction in land requirement imposed by the Secretary of State.

Market Rasen – No action to be taken. The level of housing proposed will support the regeneration activities underway in the town. Also the only potential sites which could be considered for de-allocation are sites MR3 and MR4, where the Council has already been in substantial negotiations with developers for a significant period with permissions granted since the base date of the plan.

Caistor – No action to be taken. Caistor has under-provided housing in recent years due to constraints on sites being able to come forward. Also the local community is looking to bring about regeneration activity and have a substantial injection of new blood arising from development. This level of development will help to retain vital services and facilities and help support the new Townscape Heritage Initiative scheme.

Lincoln Policy Area – The level of over-allocation is not considered significant. There remains uncertainty over large strategic allocations in the wider Lincoln Policy Area, namely Swanpool in Lincoln City. Should any shortfall arise in this area, highlighted through Plan, Monitor, Manage then the land identified for longer term development under Policy STRAT 10 will be released.

Rural – This area is felt to have an over-allocation which cannot be supported in policy terms by the Council. An element of over-allocation is felt justified to allow for rural regeneration and community building; however the level of existing land committed by planning permission does already meet many of these aims. The Council has de-allocated all the land it can within this sub-area. To reduce the impact of the over-allocation

in this area the Council will rigorously re-consider any proposal seeking a renewal of an extant permission in line with Policy STRAT 11. This will allow the over-allocation to be managed over the plan period. The release of land will also be vigorously managed through Policy STRAT 9.

CHAPTER A – STRATEGIC FRAMEWORK (STRAT)

POLICY STRAT 2 - RESIDENTIAL ALLOCATIONS - TOWNS

Planning permission for new housing development will be granted on the following sites provided that it properly reflects the guidelines set out in the site development requirements, which form part of this policy for each individual site as indicated in Document 3 accompanying the inset maps. Where site density remains to be determined by planning permission, it should be at the highest practicable level achievable in accordance with Policy RES 1.

Location	Site	Address	Area (Ha)	Total No. of Dwgs	Indicative No. of Affordable Dwellings Target	Brownfield or Greenfield land status	Planning Status as at base date of 01/01/2003
Caistor	C7	Navigation Lane	6.30	176	44	Greenfield	None
	C9	Grimsby Road	0.41	9	2	Brownfield	RM PP 9 dwgs
	C10	High Street	0.14	5	1	Brownfield	FUL PP 18 dwgs
	C12	Grimsby Road	0.03	1	n/a	Greenfield	None
	C13	South Street	0.07	3	1	Brownfield	None
	C14	North Street	0.10	4	1	Greenfield	None
	C15	Wold View	0.26	7	2	Brownfield	None
	C16	Caistor Hospital	5.51	130	33	Brownfield	FUL PP 49 dwgs
Gainsborough	G1	The Avenue	8.11	240	60	Greenfield	None
	G3	Woodhill Avenue	6.81	200	50	Greenfield	None
	G7	Greystones Road	1.06	40	10	Greenfield	OUT PP 30 dwgs
	G8	Japan Road	9.50	366	92	Brownfield & Greenfield	None
	G10	Lea Road	1.01	30	8	Greenfield	None
	G11	Foxby Lane	5.66	170	43	Greenfield	None
	G17	Cecil Street	0.07	3	n/a	Brownfield	None
	G18	Acland Street	0.02	1	n/a	Brownfield	None
	G19	Ropery Road	0.05	3	n/a	Brownfield	None
	G21	Northolme	0.76	23	6	Brownfield	None
	G22	Bridge Street	0.38	15	4	Brownfield	None
	G23	Portland Terrace	0.02	1	n/a	Brownfield	None
	G24	North Street	0.09	5	n/a	Brownfield	None
	G25	Corringham Road	2.22	60	15	Brownfield	None
	G26	Church Street	0.52	29	7	Brownfield	None
G28	Lea Road	0.14	6	n/a	Greenfield	None	
G29	Lea Road	0.22	5	n/a	Greenfield	None	
G31	Nelson Street	0.64	26	7	Brownfield	None	
Market Rasen	MR3	Willingham Road	7.48	150	38	Greenfield	None
	MR4	Gallamore Lane	9.27	135	34	Greenfield	None
	MR5	Legsby Road	2.89	82	21	Greenfield & Brownfield	Residual Phase
	MR10	Caistor Road	3.21	80	20	Greenfield	None
	MR11	Walesby Road	0.72	20	4	Greenfield	None
	MR16	Jameson Bridge St	0.06	2	n/a	Brownfield	None
	MR17	Willingham Road	0.27	8	n/a	Brownfield	None
Middle Rasen	Mi5	Mill Lane	0.89	17	4	Greenfield	OUT PP 19 dwgs

CHAPTER A – STRATEGIC FRAMEWORK (STRAT)

POLICY STRAT 2 - RESIDENTIAL ALLOCATIONS – LINCOLN POLICY AREA

Planning permission for new housing development will be granted on the following sites provided that it properly reflects the guidelines set out in the site development requirements, which form part of this policy for each individual site as indicated in Document 3 accompanying the inset maps. Where site density remains to be determined by planning permission, it should be at the highest practicable level achievable in accordance with Policy RES 1.

Location	Site	Address	Area (Ha)	Total No. of Dwgs	Indicative No. of Affordable Dwellings Target	Brownfield or Greenfield land status	Planning Status as at base date of 01/01/2003	
Bardney	B1	Horncastle Road	4.73	96	24	Greenfield	None	
	B4	Field Lane	0.56	12	3	Greenfield	None	
	B5	Wragby Road	2.00	40	10	Greenfield	None	
	B6	Field Lane	0.78	20	5	Greenfield	None	
	B7	Wragby Road	0.58	12	3	Greenfield	None	
	B8	Abbey Road	1.48	30	8	Brownfield & Greenfield	None	
	B9	Station Road	0.19	6	2	Brownfield	None	
	B10	Station Road	1.55	30	8	Brownfield	None	
	Cherry Willingham	CW1	Jubilee Close	3.64	95	24	Greenfield	OUT PP 95 dwgs
		CW2	High Street	0.29	10	3	Greenfield	None
Dunholme	D2a	Adj. A46 by-pass	0.23	9	2	Greenfield	None	
	D3	Four Seasons	1.15	26	7	Brownfield	None	
Faldingworth	Fa2	Lincoln Road	4.61	38	10	Greenfield	Residual Phase	
Fillingham	Fi1	High Street	1.05	15	4	Greenfield	RM PP 15 dwgs	
Fiskerton	F1	Chapel Lane	1.50	35	9	Greenfield	Residual Phase	
	F2	Ferns Road	0.39	6	2	Greenfield	FUL PP 5 dwgs	
Glentworth	Gh1	Elizabeth Close	1.05	12	3	Greenfield	OUT PP 10 dwgs	
Hawthorn Ave (Cherry Willingham / Reepham)	HA1	Hawthorn Avenue	1.64	38	10	Greenfield	OUT PP 10 dwgs	
Langworth	L2	Scothern Lane	0.69	4	1	Brownfield	None	
	L3	Depot Site	1.05	20	5	Brownfield	None	
Lincoln Fringe	LF2/3	Wolsey Way	12.48	350	88	Greenfield	None	
	LF5	Wragby Road	3.77	66	17	Greenfield	FUL PP 66 dwgs	
	LF6	Hawthorn Road	3.82	70	18	Greenfield	OUT PP 70 dwgs	
	LF7	Nettleham Road	5.5	65	16	Greenfield	None	
Saxilby	S5	St. Andrews Drive	0.67	28	7	Greenfield	FUL PP 28 dwgs	
	S6	Highfield Road	0.12	2	n/a	Greenfield	Brownfield	
Scothern	Sc3	Northing Road	0.39	3	1	Greenfield	OUT PP 3 dwgs	
Southrey	So2	Ferry Road	0.10	2	1	Brownfield	None	
Sudbrooke	Su2	Wragby Road	0.06	2	1	Brownfield	None	
Welton	W6	Hackthorn Road	1.35	27	7	Greenfield	FUL PP 27 dwgs	

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POLICY STRAT 2 - RESIDENTIAL ALLOCATIONS – RURAL

Planning permission for new housing development will be granted on the following sites provided that it properly reflects the guidelines set out in the site development requirements, which form part of this policy for each individual site as indicated in Document 3 accompanying the inset maps. Where site density remains to be determined by planning permission, it should be at the highest practicable level achievable in accordance with Policy RES 1.

Location	Site	Address	Area (Ha)	Total No. of Dwgs	Indicative No. of Affordable Dwellings Target	Brownfield or Greenfield land status	Planning Status as at base date of 01/01/2003
Bishop Norton	BN1	Archer Street	0.53	8	2	Greenfield	OUT PP 8 dwgs
	BN2	Archer Street	0.51	4	1	Greenfield	OUT PP 4 dwgs
	BN3	Archer Street	0.19	4	1	Greenfield	OUT PP 4 dwgs
	BN5	Pingle Lane	0.37	4	1	Greenfield	OUT PP 4 dwgs
	BN6	Pingle Lane	0.36	5	1	Greenfield	OUT PP 5 dwgs
Brookenby	Bk8	Lincoln Road	0.13	3	1	Brownfield	None
Fenton	Fe1	Malkin Road	0.76	15	4	Greenfield	OUT PP 15 dwgs
Grayingham	Gr2	Main Street	0.23	4	1	Greenfield	OUT PP 4 dwgs
Great Limber	GL2	Grasby Road	0.38	3	1	Greenfield	None
	GL3	High Street	0.88	3	3	Greenfield	None
Hemswell	H4	Weldon Road	0.25	2	1	Greenfield	None
	H5	Dawnhill Lane	1.04	9	2	Greenfield	None
Keelby	K2	Stallingborough Rd	2.22	50	13	Greenfield	None
	K4	Stallingborough Rd	1.25	15	4	Greenfield	None
Kexby	Kx5	High Street	0.42	4	1	Greenfield	FUL PP 4 dwgs
Knaith Park	KP1	Station Road	1.02	17	4	Greenfield	FUL PP 17 dwgs
Laughton	Ln2	Morton Road	1.56	23	6	Greenfield	FUL PP 23 dwgs
Laughterton	La1	Kettlethorpe Road	1.01	15	4	Greenfield	OUT PP 10 dwgs
Legsby	Ly3	Church Farm	0.32	2	1	Greenfield	FUL PP 1 dwg
Lissington	Li1	Wickenby Road	0.91	5	1	Greenfield	OUT PP 5 dwgs
Marton	Ma1	Trent Port Road	0.22	3	1	Greenfield	OUT PP 3 dwgs
	Ma3	Stow Park Meadow	0.57	6	2	Greenfield	FUL PP 5 dwgs
Morton	Mo5	Walkerith Road	1.50	25	6	Greenfield	None
	Mo6	North Street	0.32	4	1	Greenfield	None
	Mo7	Walkerith Road	2.75	32	8	Greenfield	FUL PP 32 dwgs
Nettleton	Ne3	Moortown Road	0.53	6	2	Greenfield	RM PP 6 dwgs
	Ne7	Normanby Road	0.10	1	n/a	Brownfield	RM PP 1 dwg
	Ne8	Wood Farm	1.64	35	9	Greenfield	None
Newton on Trent	NT1	High Street	0.35	2	1	Greenfield	None
North Kelsey	NK4	Cemetery Road	0.64	5	1	Greenfield	None
Osgodby	Og2	Mill Lane	0.31	5	1	Greenfield	None
Scotter	Sr1	Gainsborough Rd	3.47	40	10	Greenfield	FUL PP 12 dwgs
	Sr3	Messingham Rd	2.14	54	14	Greenfield	None
Scotton	Sn1	Northorpe Road	0.25	2	1	Greenfield	None
	Sn4	Crapple Road	0.75	8	2	Greenfield	None
	Sn5	Westgate	1.29	10	3	Greenfield	OUT PP 10 dwgs
	Sn6	Eastgate	0.20	1	n/a	Greenfield	OUT PP 1 dwg
Snitterby	Sb1	School Lane	0.88	8	2	Greenfield	OUT PP 8 dwgs
South Kelsey	SK4	Thornton Road	1.10	20	5	Greenfield	None
	SK8	Thornton Road	1.56	11	3	Greenfield	OUT PP 9 dwgs
	SK9	Waddingham Road	0.72	12	3	Greenfield	None
Swallow	Sw2	Caistor Road	0.70	5	1	Greenfield	OUT PP 5 dwgs
	Sw3	Grimsby Road	0.36	4	1	Greenfield	RM PP 2 dwgs
Upton	U1	Lodge Lane	0.31	7	2	Greenfield	Residual Phase
Waddingham	Wa2	Snitterby Road	0.54	12	3	Greenfield	FUL PP 13 dwgs
Willoughton	Wn1	Northfield Lane	0.43	6	2	Greenfield	FUL PP 3 dwgs
	Wn3	Templefield Road	0.46	2	1	Greenfield	FUL PP 2 dwgs

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JUSTIFICATION

A39 The sites identified under this policy represent a wide range of sizes, types and locations, including sites in the urban areas and in villages. All sites have been subject to a site assessment exercise for inclusion in the Plan, taking into account a variety of sustainability factors.

A40 Although sites have been identified in the Local Plan First Review which are considered to be suitable for residential development, not all forms of residential development will necessarily be suitable for each one of them. Thus the Council has drawn up a list of Site Development Requirements for each of the allocated sites. These requirements must be met when development takes place and may vary only when clear justifiable reasons are presented. The total numbers of dwellings specified in the policy tables and in the site development requirements should usually be regarded as a minimum. Actual site capacities should take account of the site characteristics and the density guidelines set out in Policy RES 1.

A41 All development on these sites will also be required to meet with all other relevant policies in the Plan.

SETTLEMENT HIERARCHY

A42 Central Government Policy emphasises the need to ensure the retention and creation of vital and viable rural communities, whilst protecting and preserving the countryside. It suggests the main focus of new development should be on existing settlements, promoting sustainable development by strengthening villages and market towns, protecting open space, sustaining local services and reducing the need to travel. It is desirable, therefore, to generally direct new residential development towards main settlements

which have the facilities and services to sustain new residents. In other settlements lacking those facilities and services and new residential development will only be permitted under specific circumstances.

A43 The settlements of West Lindsey have been placed in a hierarchy so that any new development can be appropriately located. The decision of where to place the settlements within the hierarchy is based on the size of the settlements, their facilities and services and public transport provision and accessibility to major towns in the District and to Lincoln. The hierarchy is based upon a combination of these factors, not any individual factor, although to be a primary rural settlement the basic life facilities must be available in the village in a sizable proportion and/or have good public transport/accessibility to access a full range of day to day life services.

A44 The concept of a settlement hierarchy is based upon the principle that each settlement in the District can be placed in a category. The categories are:

***Towns:** as defined in the Structure Plan Review.*

***Primary Rural Settlements:** key service centres meeting most of resident's day to day needs, and of those villages in its rural hinterland.*

***Subsidiary Rural Settlements:** villages providing a smaller range of day to facilities.*

***Small Rural Settlements:** villages with predominantly only a very small number of facilities.*

***The Countryside:** which will include the very smallest hamlets within it.*

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POLICY STRAT 3 – SETTLEMENT

HIERARCHY

The Council has defined the following settlement hierarchy:

Towns

Gainsborough, Market Rasen including Middle Rasen, Caistor.

Primary Rural Settlements

Bardney, Blyton, Cherry Willingham (not including Hawthorn Avenue), Corringham, Dunholme, Fiskerton, Hemswell Cliff, Ingham, Keelby, Langworth, Morton, Nettleham, Nettleton, North Kelsey, Reepham, Saxilby, Scothern, Scotter, Sudbrooke, Welton.

Subsidiary Rural Settlements

Brookenby, Burton Waters, Faldingworth, Glentham, Hemswell, Laughterton, Lea, Marton, Newton on Trent, Normanby by Spital, North Greetwell, Osgodby, Scampton, Scotton, South Kelsey, Sturton by Stow, Tealby, Torksey, Upton, Waddingham, Willingham by Stow, Willoughton.

Small Rural Settlements

Aisby, Aisthorpe, Blyborough, Bigby, Bishop Norton, Brampton, Bransby, Brattleby, Broadholme, Burton, Cammeringham, Claxby, East Ferry, East Stockwith, Fenton, Fillingham, Glentworth, Grasby, Grayingham, Great Limber, Harpswell, Hackthorn, Hawthorn Avenue, Heapham, Holton cum Beckering, Holton le Moor, Kettlethorpe, Kexby, Kirkby, Knaith, Knaith Park, Laughton, Legsby, Linwood, Lissington, Moortown, New Toft, Newton by Toft, Northorpe, North Carlton, North Owersby, North Willingham, Owmbly, Owmbly by Spital, Pilham, Riseholme, Rothwell, Scotterthorpe, Searby, Sixhills, Snitterby, South Carlton, Southrey, Spridlington, Springthorpe,

Stainton by Langworth, Stainton le Vale, Stow, Susworth, Swallow, Thoresway, Torksey Lock, Walesby, Walkerith, Wildsworth, West Rasen, Wickenby.

The Countryside including the very smallest hamlets within it.

JUSTIFICATION

A45 When an application is made for the development of windfall housing, the location of the site will be a primary consideration. The settlements have undergone the aforementioned sustainability assessment based on the existence of the following facilities:

- Bank or Building Society
- Cashpoint
- Dentist
- Doctor
- Employment Provision
- Garage / Petrol Filling Station
- Health Centre
- Library (including mobile)
- Place of Worship
- Playing Field
- Play Ground
- Police Station
- Post Office
- Primary School
- Public House
- Secondary School
- Village Hall
- Village Shop / Convenience Store
- Other Services and Facilities:
 - Bed & Breakfast
 - Bowling Green
 - Butcher
 - Café / Tearooms / Restaurant
 - Caravan Site
 - Chemist

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- Children's Nursery
- Hairdresser (including mobile)
- Hardware Store
- Hostel
- Marina
- Motel
- Newsagent
- Other Shops
- Plant Nursery / Garden Centre
- Riding School
- Sports Centre
- Takeaway
- Tennis Court
- Undertaker
- Youth Club

A46 The public transport provision in each settlement was taken into account. The number of services providing bus transport into one of the towns per day was also considered as being an indicator of sustainability of a settlement. The higher the frequency of service, the less need for residents to be reliant upon the private car to access services and facilities not located within the settlement.

A47 The proximity of a settlement to a town or the City of Lincoln was considered to be an important factor in the sustainability assessment. If the settlement is in close proximity to the services and facilities offered in a town, people can easily access them on foot or by bicycle, thus reducing the need to travel by car.

A48 Burton Waters is a large development site. The long-term plan for the site means that it is placed in a category higher than might be expected based on the services and facilities currently present. This long-term plan is to develop a community in itself at Burton Waters. Within the confines of the site will be a range of life services and facilities to serve, at close hand,

the needs of residents as well as an improved bus service to Lincoln situated only a mile away.

A49 This approach is in line with a sequential approach as indicated in Central Government Policy contained in PPG3 (Housing) and the Regional Spatial Strategy, together with the spatial objectives of the Lincolnshire Structure Plan Review 2004.

WINDFALL AND INFILL HOUSING

A50 The three market towns in West Lindsey and the urban area of Lincoln which falls in the District are considered as two separate categories. Gainsborough and the urban area of Lincoln are locations where the Council will focus the majority of new residential development. Gainsborough is the largest settlement in the District and the urban area of Lincoln falling within West Lindsey is for all intents and purposes part of the built footprint of the county's only city. These locations have the widest range of life services to sustain residents without the need to travel. The smaller towns of Market Rasen and Caistor also have a wide range of life services to sustain residents but are smaller in scale, size and population. All the above locations act as a service centre for the residents of surrounding smaller settlements.

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POLICY STRAT 4 – WINDFALL AND INFILL HOUSING DEVELOPMENT IN GAINSBOROUGH AND THE URBAN AREA OF LINCOLN

Planning Permission will be granted for new residential development on previously developed land within the settlement boundary of Gainsborough and the urban area of Lincoln provided that:

- i. The proposal would not be significantly detrimental to the amenities of the adjoining or nearby occupiers;*
- ii. The proposal incorporates provision of affordable housing in accordance with Policy RES 6;*
- iii. The proposal is sensitively designed, respecting the character, visual quality and built landscape of, and is satisfactorily integrated into the streetscape and wider landscape of the surrounding area;*
- iv. The site does not represent a significant open space or gap important to the form and/or setting of the area;*
- v. The increased population would not inflict a strain on the capacity of existing services and facilities;*
- vi. The design and layout of the proposal is reflective of the character of the locality and the wider area and meets with the criteria in Policy RES 2;*

- vii. The proposal has no impact, either individually or cumulatively on the housing strategy of the plan including in relation to the role of windfall housing and the phasing and release of land as set out in Policy STRAT 9.*

The cumulative impact of recent approved development proposals in the locality and wider area will be considered in relation to the relevant settlement. Where proposals are considered, in combination with other development proposals, to prejudice the above criteria, then permission will not be granted.

JUSTIFICATION

A51 The town of Gainsborough and the Urban Area of Lincoln are prime locations for residential housing development in West Lindsey. Proposals will need to re-use previously developed land in line with national sustainability objectives.

A52 It is important that any newly developed housing does not adversely affect the surrounding area, is sympathetically designed to be in keeping with the rest of the settlement and is of an appropriate scale for the area.

A53 No specific numbers regarding the size of developments is necessary in this policy; these are the prime areas expected to be developed.

A54 Because there is a need for affordable housing throughout the District, an element of affordable housing will be required in any new proposal in accordance with the targets and thresholds, and other criteria set out in Local Plan First Review Policy RES 6.

A55 It is essential to consider the cumulative effects of developments in the areas surrounding new proposals to ensure that the addition of new

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dwellings does not result in an over-intensification of development beyond the environmental capacity of that the settlement can reasonably sustain.

POLICY STRAT 5 – WINDFALL AND INFILL HOUSING DEVELOPMENT IN MARKET RASEN (INCLUDING MIDDLE RASEN) AND CAISTOR

Planning permission will be granted for new residential development on previously developed land within the settlement boundary of Market Rasen (including Middle Rasen) and Caistor provided that the following criteria are met:

- i. The proposal is of an appropriate size and scale for the location with no more than 20 dwellings proposed;*
- ii. The proposal would not be significantly detrimental to the amenities of the adjoining or nearby occupiers;*
- iii. The proposal incorporates provision of affordable housing in accordance with Policy RES 6;*
- iv. The proposal is sensitively designed, respecting the character, visual quality and built landscape, and is satisfactorily integrated into the streetscape and wider landscape of the surrounding area;*
- v. The site of the proposal does not represent a significant open space or gap important to the form and/or setting of the area;*

- vi. The increased population would not inflict a strain on the capacity of existing services and facilities;*
- vii. The design and layout of the proposal is reflective of the character of the locality and the wider area and meets with the criteria in Policy RES 2;*
- viii. The proposal has no impact, either individually or cumulatively on the housing strategy of the plan including in relation to the role of windfall housing and the phasing and release of land as set out in Policy STRAT 9.*

The cumulative impact of recent approved development proposals in the locality and wider area will be considered in relation to the relevant settlement. Where proposals in combination with other recent development proposals are considered, to prejudice the above criteria, then permission will not be granted.

JUSTIFICATION

A56 It is appropriate to limit the number of dwellings permitted in Market Rasen (including Middle Rasen) and Caistor because these market towns are relatively small and would be sensitive to large-scale windfall developments that may come forward. However, the towns provide essential services and facilities for surrounding settlements making them sustainable locations in which to locate modest new residential developments.

A57 A figure of 20 dwellings maximum is considered to be appropriate for windfall proposals in these settlements, which have only some 2000 and 1100 existing dwellings in Market Rasen (including Middle Rasen) and Caistor respectively.

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A58 Windfall proposals are expected to be small in scale. Generally the size of sites allocated in the Local Plan First Review is also relatively small. Where any site of a significant size is to be considered to offer potential for housing development, it has been included as an allocation in the Plan, therefore it is not anticipated that large scale windfall opportunities are likely to arise in these two market towns. To allow too high a level of windfall housing will undermine the housing strategy of the Local Plan First Review.

A59 It is important that any newly developed housing is not detrimental to the surrounding area, is sympathetically designed to be in keeping with the remainder of the settlement and in of an appropriate scale for the area.

A60 Because there is a need for affordable housing throughout the District, an element of affordable housing will be required in any new proposal in accordance with the targets and thresholds and other criteria set out in Local Plan First Review Policy RES 6.

A61 It is essential to consider the cumulative effects of developments in the areas surrounding new proposals to ensure that the addition of new dwellings does not result in an unacceptable over intensification of development beyond the capacity of that which the towns can reasonably sustain.

WINDFALL AND INFILL HOUSING DEVELOPMENT IN PRIMARY, SUBSIDIARY AND SMALL RURAL SETTLEMENTS

A62 The remainder of the settlements outside of the towns has undergone an assessment to establish which settlement category each should

be included within. This assessment has taken account of three factors. These are:

- The services and facilities available in each settlement;
- The standard of public transport service to the nearest town or Lincoln;
- The proximity to the nearest town or Lincoln.

A63 Of these three factors the latter two are given significant importance, as the ability to be able to access the wider facilities already required to sustain life services by public transport or by foot/cycle is a key sustainability factor. These two factors were then also considered against the existence of services within the settlement. Full details are contained in Policy STRAT 3.

WINDFALL AND INFILL HOUSING DEVELOPMENT IN PRIMARY RURAL SETTLEMENTS

A64 Primary Rural Settlements are villages wherein limited small-scale residential development may be permitted in order to help sustain vital and viable rural communities. Villages in this category have been assessed in terms of facilities available within the settlement, the level of public transport service and accessibility to towns or urban areas. Any new housing development should be located in close proximity to services and facilities and/or be served by a good public transport system in order to ensure that sustainability goals are met. These settlements are considered to have scope to absorb some limited new development.

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POLICY STRAT 6 – WINDFALL AND INFILL HOUSING DEVELOPMENT IN PRIMARY RURAL SETTLEMENTS

Limited small scale and infill housing development or conversions may be permitted within the confines of the settlement boundary, as defined on the Proposals Map and in Policy STRAT 3, provided that it meets all the following criteria:

- i. Proposed development is compatible in scale with the settlement and its surroundings in the street scene;*
- ii. Proposals incorporate provision of affordable housing in accordance with RES 6;*
- iii. The proposal would not be significantly detrimental to the amenities of the adjoining or nearby occupiers;*
- iv. The proposal is sensitively designed, respecting the character, visual quality and built landscape of, and is satisfactorily integrated into, the village or surrounding area;*
- v. The site of the proposal does not represent a significant open space or gap important to the form and/or setting of the village;*
- vi. The increased population would not inflict a strain on the capacity of existing services and facilities;*
- vii. The proposal would not unacceptably block important views into, out of, or within the village where these views are important to the character or setting of the village;*

- viii. The proposal has no impact, either individually or cumulatively on the housing strategy of the plan including in relation to the role of windfall housing and the phasing and release of land as set out in Policy STRAT 9.*

The cumulative impact of recent approved development proposals in the locality and wider area will be considered in relation to the relevant settlement. Where proposals are considered, in combination with other recent development proposals, to prejudice the above criteria, then permission will not be granted.

All proposals must be on previously developed land.

In this Policy the term limited small scale development is envisaged as being in the range of 5 to 10 dwellings in most circumstances, having regard to the size, role, function and character of the settlement.

JUSTIFICATION

A65 The number of new dwellings considered to be appropriate will vary from village to village and be dependent on the size of the villages. Developments will need to cater for a range of house types, sizes and tenures. The design and layout of any new development will have to meet the criteria in Policy RES 2.

A66 Though these settlements have been placed in this category because of the range of services and facilities available to sustain the population, it must be established that there is the capacity to sustain the number of new residents who would move to the area before new development can take place.

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A67 Proposals should not result in a detrimental impact on the surrounding development. The design of new dwellings should take account of the advice given in the Lincolnshire Design Guide for Residential Areas to ensure that they are in keeping with the surrounding buildings. Some open areas and gap sites significantly contribute to the character and appearance of the scene and settlement. Such important open spaces should be protected from development.

A68 In this policy the term 'Limited-Small-Scale Development' is envisaged as being proposals of up to 5 dwellings in most circumstances, though in exceptional circumstances may involve proposals in excess of 5 dwellings but normally less than 10 dwellings. An example of such exceptional circumstances would be where a larger development proposal is appropriate and necessary to ensure that previously developed land can economically be brought back into beneficial use.

WINDFALL AND INFILL HOUSING DEVELOPMENTS IN SUBSIDIARY RURAL SETTLEMENTS

A69 In these settlements the only new housing development which will be permitted is that which meets an identified local need and which constitutes an acceptable form of infilling.

POLICY STRAT 7 – WINDFALL AND INFILL HOUSING DEVELOPMENT IN SUBSIDIARY RURAL SETTLEMENTS

Within the existing built up area of the listed settlements in Policy STRAT 3, infill housing development will be permitted, provided that:

- i. Development meets a local need or is otherwise required to accommodate a local resident with a connection to the settlement;*
- ii. The development is compatible in scale with the settlement and its surroundings in the street scene;*
- iii. Proposals incorporate provision of affordable housing in accordance with Policy RES6;*
- iv. The proposal would not be significantly detrimental to the amenity of the adjoining or nearby occupiers;*
- v. The proposal is sensitively designed respecting the character of existing dwellings and is satisfactorily integrated into the street and village scene;*
- vi. The site does not represent a significant open space or gap important to the form and character of the settlement;*
- vii. The proposal would not unacceptably block important views into, out of, or within the village where these views are important to the character or setting of the village;*
- viii. The proposal does not represent an extension of ribbon development or an addition to an isolated group of houses;*

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- ix. *The proposal does not represent an extension to the village footprint into the open countryside;*
- x. *Where possible previously developed land is utilised.*
- xi. *The proposal has no impact, either individually or cumulatively on the housing strategy of the plan including in relation to the role of windfall housing and the phasing and release of land as set out in Policy STRAT 9.*

The cumulative impact of recent approved development proposals in the locality and wider area will be considered in relation to the relevant settlement. Where proposals are considered, in combination with other recent development proposals, to prejudice the above criteria, then permission will not be granted.

In this Policy the infill development is envisaged as being the erection of a single dwelling in a small gap in an otherwise substantially built up road frontage, with windfall development being envisaged as being up to a maximum of 2 or 3 dwellings.

In all circumstances, proposals for adjoining sites will be assessed on a cumulative basis with regard to the issue of scale against the intention of the terms infill and windfall.

JUSTIFICATION

A70 For the purpose of this policy “infill” is defined as a small gap site within an existing substantially built up road frontage within the settlement.

A71 Only development to meet an identified local or community need will be permitted. This policy is a baseline qualification against which the proposal needs to be assessed to prove that a

local need exists and there is no alternative option to meet that local need. The application will also need to be considered against all other relevant planning policies. Only within the existing built up area will such infill development be allowed. An element of affordable housing may be required in new proposals.

A72 Infill development does not mean the linking of two separate built up areas within a settlement, separated by a significant gap, or the consolidation of an isolated group of buildings. It would generally be the infilling of a small gap within the existing substantially built up road frontage. Proposals that extend the built footprint of the village into the surrounding open countryside will not be supported. Particular care will be taken in relation to edge of settlement locations where additional development can be highly intrusive.

A73 Development will only be permitted that will have no detrimental effect to the character and appearance of the locality. This includes the design of the development, which is an essential consideration, and should comply, with the Lincolnshire Design Guide for Residential Areas in order to ensure that it is in keeping with the surrounding settlement. It is also important to retain open space within the settlement, as it is essential for the visual and the leisure amenity of the settlement’s residents.

A74 Residential development in subsidiary rural settlements will only be permitted where the local facilities and services can support new residents. The existing services and facilities are highly unlikely to be able to support large-scale developments; in subsidiary rural settlements residents would need to travel to access them. This would not meet with sustainability goals, which aim to reduce the need to travel by the

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private car. Larger scale proposals could also cause a significant detrimental impact on the character of the settlement.

WINDFALL AND INFILL HOUSING DEVELOPMENT IN SMALL RURAL SETTLEMENTS

A75 Small Rural Settlements represent settlements where in principle no new building will be permitted except for individual proposals which meet a clearly defined local need or are affordable exceptions housing as defined in Policy RES 7 or an agricultural housing requirement as defined in Policy RES 10.

POLICY STRAT 8 – WINDFALL AND INFILL HOUSING DEVELOPMENT IN SMALL RURAL SETTLEMENTS

Residential development will not be permitted in small rural settlements listed in Policy STRAT 3, except for:

- i. Rural affordable housing (provided by virtue of exceptions sites) as described in Policy RES 7 to meet an essential local need as indicated in a District-wide Housing Needs Survey or village survey;*
- ii. Agricultural housing to meet the proven essential needs of an agricultural, horticultural or forestry planning need described in Policy RES 10;*
- iii. An individual new dwelling, where this will not harm or will significantly preserve, enhance and complement the character of the settlement and where this meets the defined local need set out below.*

Proposals permitted in accordance with the above will be subject to the following criteria:

- a. Development must be compatible in scale with the settlement;*
- b. The proposal would not be detrimental to the amenity of the adjoining or nearby occupiers;*
- c. The site does not represent a significant open space or gap important to the form of the settlement or to the street scene;*
- d. The proposal would not unacceptably block important views into, out of, or within the village where these views are important to the character or setting of the village;*
- e. The proposal does not represent an extension of ribbon development or an addition to an isolated group of houses;*
- f. The proposal does not represent an extension of the village footprint into the open countryside;*
- g. The proposal is sensitively designed, respecting the character of existing dwellings and is satisfactorily integrated into the village;*
- h. Due consideration must be given to design and siting in those areas designated as Areas of Great Landscape Value and any development will have regard to the local vernacular;*

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- i. Design and siting will be of paramount importance in the Areas of Outstanding Natural Beauty and Conservation Areas and will need to demonstrate its ability to readily integrate with the natural and built environment;*
- j. The proposal does not constitute more than a single new dwelling except for affordable housing schemes where a higher number of dwellings may be permitted if a defined local need is demonstrated by a relevant survey.*

In this Policy 'defined local need' will be where one member of the applicant household has:

- aa. Lived in the village or parish for at least three years out of the last five years; or*
- bb. Lived in the village or parish continually for ten years or more in the past; or*
- cc. Worked in the village or parish for at least three years out of the last five years; or*
- dd. Previously has been a member of a household currently living in the village or parish which has resided there for at least the past three years.*

JUSTIFICATION

A76 Settlements in this category have very limited facilities and services and little or no public transport facilities. If new dwellings were built on an ad-hoc basis it is anticipated that they would not meet with sustainability goals due to the fact that people would always have to travel to access basic life facilities and services. Thus on the occasions when new dwellings are permitted they will be limited to that required to meet clearly defined local need in accordance with PPG3 (Housing) and emerging PPS3 (Housing). This

limiting policy will also help to maintain the rural character of the small settlements in the District that could be easily spoilt by even a modest amount of new development.

A77 On the exceptional occasions where new housing is permitted in these small rural settlements, the design and location of the proposal must meet with the criteria set out elsewhere in this plan to lessen the detrimental impact on the settlement as a whole.

A78 Local Need is not defined clearly by PPG3 (Housing) or emerging PPS3 (Housing), so it is therefore for the Local Plan First Review to state a definition. The definition set out in this Policy tries to set out a reasonable level of connection with the village or locality that will ensure that proposals coming forward under this policy look to meet the needs of the existing local community, as opposed to catering for inward migration. This policy is formulated to enable those people with a strong connection to a particular settlement to remain living there when otherwise, under normal circumstances, they could not afford to. The onus is on the applicant to provide the evidence to demonstrate that they meet the criteria for the defined local need.

A79 An application for development to satisfy a 'defined local need' will, in the Development Appraisal accompanying it, identify the way in which the applicant meets with one of the criteria of this policy. This policy is a baseline qualification against which the proposal needs to be assessed to prove that a local need exists and there is no alternative option to meet that local need. The application will also need to be considered against all other relevant planning policies.

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PHASING OF HOUSING DEVELOPMENT AND THE RELEASE OF LAND

A80 Throughout the District it will be necessary to be selective regarding where and when to develop sites for residential dwellings. Focus, in relation to the release of land, especially for any large-scale proposals, will be placed on the most sustainable areas of the District.

A81 These locations can sustain new residential development on a scale relevant to their size and land has been allocated accordingly. The hierarchy of settlements places the remainder of the District's settlements into categories depending on the level of services and facilities available and their overall accessibility. Land in the most sustainable locations will be prioritised for residential development in accordance with PPG3 (Housing), the policies of RSS8 and the spatial objectives of the Lincolnshire Structure Plan Review 2004. The use of previously developed land will also be prioritised in order to preserve greenfield sites and bring back 'brownfield land' into beneficial use.

POLICY STRAT 9 – PHASING OF HOUSING DEVELOPMENT AND RELEASE OF LAND

Housing land will be released in accordance with an assessment process following the principles of Plan, Monitor and Manage in the following priority order, as qualified below, in terms of land type within the relevant area:

- A. *Previously Developed Land essentially related to economic regeneration;*
- B. *Previously Developed Land whose redevelopment would be important to the street scene and environment;*
- C. *Other Previously Developed Land;*

- D. *Greenfield Land essential for the economic regeneration of the settlement;*
- E. *Other Greenfield Land.*

In the assessment process the Council will have regard to the housing land supply position in both the individual settlement and also such wider area, if any, as shall be considered likely to be materially affected in this respect by the release of the land in question. Allocated greenfield land may be released along with or in priority to brownfield land if necessary to promote the balanced provision of allocated sites in the relevant area. No site, whether brownfield or greenfield, allocated or not, will be released if to do so would be premature, as adversely affecting the Council's management of the housing land supply.

JUSTIFICATION

A82 Priority will be given to previously developed sites in the most sustainable locations within the district over sites that are in locations deemed less sustainable and/or are greenfield sites. The Council defines the most sustainable locations as the Towns, the Urban Area of Lincoln and the Primary Rural Settlements in the order set out in Policies STRAT 4, 5 and 6.

A83 The application of this policy will take full account of the principles of the Plan, Monitor and Manage approach which involves the preparation of a Plan which is monitored for its effectiveness. Any changes which may be required are made during the management and review of the Plan. The Council publishes the Annual Monitoring Report as part of this it will monitor the take up of land and the levels of housing completions. It will also monitor the availability and take up of previously developed land in particular. This will be used to assess the timing and need in relation to the release of greenfield sites in order to

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sustain inward investment into the district. This Policy will apply equally to land committed by extant planning permissions where such permission is sought to be renewed.

LONGER TERM DEVELOPMENT OPTIONS

STRAT 10 - LONGER TERM DEVELOPMENT OPTIONS (LINCOLN AND BARDNEY)

Land identified on the Proposals Map associated with the Lincoln Eastern by-pass for mixed-use development (known as the Lincoln Eastern Growth Corridor or North East Quadrant) will not be released for development until the strategic need for the land is identified under the principles of Plan, Monitor and Manage. To ensure a co-ordinated approach to this strategic site a Joint Area Action Plan will be developed in collaboration with Lincoln City Council as part of their Local Development Framework process to address the potential release of this site as part of the Lincoln Policy Area Wide strategic housing requirement.

The Local Planning Authority will endeavour to liaise with appropriate parties to assess the potential role of the British Sugar factory at Bardney given its impending closure. This assessment will be used to ascertain how this site may be considered for longer term development potential made under the approach of Plan, Monitor and Manage.

JUSTIFICATION

A84 The Lincoln Eastern by-pass is a key economic regeneration proposal for the City of Lincoln and its environs. The Regional Spatial Strategy for the East Midlands is looking to strengthen the regional role of Lincoln and as such the City will be a key location for major development in the future. Given the long-term

nature of the by-pass proposal it is logical to introduce longer term planning on a holistic basis associated with the by-pass.

A85 The land that becomes isolated between the by-pass and the edge of the City will come under pressure for development. The Council recognises that this pressure will occur and that the planning of the road needs to take this into account at an early stage. The land may be needed for a range of uses including housing, employment or transport related uses.

A86 The early release of this land cannot however be justified in terms of the level of housing allocation required. Also as a major greenfield site its release should be held back to allow for the re-development of the key previously developed sites within the City of Lincoln. It is anticipated that this site will not need to be released until towards the end of the Local Plan First Review period unless the strategic planning considerations change. The Council and its partners have commissioned a joint strategic planning framework for the Eastern Growth Corridor. Further work will be undertaken in the form of an Area Action Plan devised jointly by Lincoln City Council and West Lindsey.

A87 West Lindsey, North Kesteven, Lincoln City and Lincolnshire County Councils have taken a joint approach to the holistic planning required for the City of Lincoln and its environs. Major urban extensions are planned on the Western and Eastern sides of the City. Both of these growth corridors have major infrastructure requirements and need to be co-ordinated in terms of their release under the principles of Plan, Monitor and Manage. It is anticipated by all four Councils that the Western Growth Corridor site at Swanpool within the City of Lincoln and North Kesteven is the primary major growth site for Lincoln at this

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stage. Although its release may need to be delayed due to ongoing considerations.

A88 If problems arise in relation to the Swanpool site due to flood assessment or difficulties of infrastructure such as a new junction of the A46 by-pass, then the Lincoln Eastern Growth Corridor may need to be released earlier than anticipated. A land use study is underway in relation to the Eastern Growth Corridor; the Council will consider this further through the Area Action Plan process, or the emerging Sub Regional Strategy for the Lincoln Policy Area.

A88a The assessment of the development potential for the British Sugar site at Bardney will need to address all aspects of land assembly to bring the development proposal forward. This is likely to include the demolition requirements; contaminated land issues and consideration of potential for mixed uses and their type, size and scale. This significant site will offer major strategic longer term development opportunities, but is likely to require public intervention to bring forward.

RENEWAL OF EXISTING PLANNING PERMISSIONS

A89 In West Lindsey there are many sites which are indicated in the Local Plan First Review as commitments due to the fact that the site has the benefit of an extant planning permission. In many cases these sites would not have been included in the Local Plan First Review under the sustainability criteria used to allocate new land or to carry allocations forward if they did not benefit from permission. Therefore when renewals of such permissions are sought they should be considered afresh against the latest policy position set out in this Plan.

POLICY STRAT 11 – RENEWAL OF EXISTING PLANNING PERMISSIONS

When considering proposals for the renewal of sites committed by a former planning permission, any new application will not be automatically renewed. Such proposals will be determined in accordance with all relevant policies in this Plan, including those dealing with housing development in the relevant settlement and phasing.

JUSTIFICATION

A90 This Local Plan First Review has seen a significant change in policy direction relating to housing development in line with the objectives of PPG3 (Housing). The Regional Spatial Strategy for the East Midlands 2005 and the Lincolnshire Structure Plan Review 2004 has reduced the amount of housing land that is required across Lincolnshire and West Lindsey. As the District has an over supply of housing proposals it is only right that the most sustainable sites should be taken forward.

A91 The existing commitments when being renewed should be tested against the full policies of this plan to ensure that they are only renewed if they meet all the current planning criteria.

DEVELOPMENT IN THE OPEN COUNTRYSIDE

A92 The Council has a number of aims regarding the countryside. These include the following:

- To achieve an acceptable balance between the needs of conservation and the demands of development.
- To encourage rural diversification.
- To try and ensure that no development causes permanent damage to the countryside.

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- To protect the countryside for its own sake.

A93 In applying policies in the Local Plan First Review the Council considers that all land outside of the settlements listed specifically in Policy STRAT 3 should be treated as part of the 'open countryside'. It is recognised that not all such land is undeveloped. It can have small settlements, scattered housing or other buildings on it.

A94 When considering development in the open countryside the Council will take account of other relevant policies in this Local Plan First Review.

A95 The County Council has development control responsibility for minerals and waste applications which may have an impact on the countryside. Such applications will be judged against the County Council's Minerals Local Plan and Waste Local Plan.

POLICY STRAT 12 – DEVELOPMENT IN THE OPEN COUNTRYSIDE

Planning permission will not be granted for development proposals in the open countryside that is, outside of the settlements listed in Policy STRAT 3, unless the development is essential to the needs of agriculture, horticulture, forestry, mineral extraction or other land use which necessarily requires a countryside location, or otherwise meets an objective supported by other Plan policies.

JUSTIFICATION

A96 The Council believes that the open countryside should be conserved for the sake of its beauty, its diversity of landscape, its wealth of natural and agricultural resources, its biodiversity value and maintaining its enjoyment its character gives. If development in the open countryside is not strictly controlled, it can quickly and easily

have the effect of lessening its open and undeveloped character.

A97 Developments, which in isolation may appear to be acceptable, if repeated can have a cumulative effect, which will lead to sporadic but widespread development in the open countryside harmful to its character.

A98 There are occasions when development must take place in the open countryside. For example when it is the only possible location; or it is desirable for development to take place to diversify the rural economy and allow employment opportunities; or there is a need for recreational, housing or other forms of development to serve local communities.

A99 For the sake of clarity open countryside is defined as being the land that is not within the built footprint of the settlements listed in Policy STRAT 3.

A100 The built footprint is defined for the Towns, the Urban Area of Lincoln and the Primary Rural Settlements by the settlement boundary shown on the Inset Plans. For the Subsidiary and Small Rural Settlements no settlement boundary is shown. The assessment of what is either within the settlement or within the open countryside is a subjective matter which needs to be considered on an individual case by case basis.

UNDEVELOPED BREAKS BETWEEN SETTLEMENTS AND GREEN WEDGES AROUND LINCOLN

A101 There are a number of settlements in West Lindsey which are very close neighbours. In view of pressures for development in the breaks between such neighbouring settlements, the Council is concerned that the individual and separate communities are not subject to

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coalescence which is harmful to the individuality of villages and their setting. Also some settlements close to the edge of the City of Lincoln need to be prevented from coalescing with the City.

POLICY STRAT 13 – UNDEVELOPED BREAKS BETWEEN SETTLEMENTS AND GREEN WEDGES AROUND LINCOLN

Development involving buildings, means of enclosure, or other works, will not be permitted if it would detract from the open rural character of undeveloped land which provides open breaks, maintains the physical identity or prevents the coalescence, of settlements.

Where development is permitted it must:

- i. Be located and designed so as to not cause harm to the character of the area;*
- ii. Not detract from the historic, or landscape setting of settlements;*
- iii. Not encroach upon open green spaces or green wedges that preserve links between built-up areas with the countryside and should protect the setting of the City of Lincoln or protect the views of Lincoln Cathedral.*

Within the areas defined on the Proposals Map, unless such development is essential for agricultural or other essential countryside uses and cannot be located elsewhere, it will be refused. If such development is exceptionally permitted it shall be located and designed so as to minimise harm to the character and appearance of the area.

JUSTIFICATION

A102 The Council will seek to ensure that existing settlements in West Lindsey retain their individual identities and qualities by resisting development pressures likely to result in villages and/or urban areas coalescing. Open areas between settlements are often under threat in this regard. These areas are often especially important to the character of the individual settlements and their setting, as they provide essential access to the countryside and nature for local people. These open areas also contribute to the wider nature conservation and biodiversity value of West Lindsey.

A103 Green Wedges have the specific purpose of protecting the historic setting of the City of Lincoln from inappropriate development on the urban fringes and to preserve links with the open countryside. Development, apart from in exceptional circumstances, will not be permitted on these areas of land as shown on the Proposals Map in line with the Lincolnshire Structure Plan Review 2004 and Local Plan First Review policies.

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MIXED-USE ALLOCATIONS

A104 Mixed-use areas can help create vitality and diversity and reduce the need to travel.

POLICY STRAT 14 – MIXED-USE ALLOCATIONS

In the mixed-use sites defined on the Proposals Map and listed below, planning permission will be granted for new development proposals provided that they fall within the described uses set out or specified use classes (as defined in the Town and Country Planning Use Classes Order), and comply with the relevant guidelines set out in the Schedule of Development Sites included in the Local Plan First Review:

<u>Site</u>	<u>Location</u>	<u>Use</u>
Bk(M)1	Officers' Mess, Brookenby (2.42 Ha)	Low Density Housing around Village Green/Open Area (Housing element-15 dwgs)
Bk(M)4	Community Centre, Brookenby (1.72 Ha)	A1/A2/A3/D1/D2 Community Uses
BW(M)1	Southern Site, Burton Waters (31Ha)	Marina and Associated Housing Commercial and Leisure uses. (Housing element-350 dwgs)
BW(M)2	North-Eastern Site, Burton Waters (6.50 Ha)	Fishing Lake and Associated Leisure Uses
BW(M)3	North-Western Site, Burton Waters (15.25Ha)	Water Sports and Fishing Lakes and Associated Commercial Leisure Facilities, Touring Camping and Caravans, Chalets and Hotel.
G(M)1	Riverside Gainsborough (2.17Ha)	A3/B1/B2/C1/C3 D1/D2/Open Space (Housing element-150 dwgs)
G(M)3	Torr Street/ Beaumont Street, Gainsborough (0.80Ha)	A3/B1/C3/D2 (Housing element-14 dwgs)

G(M)4	Britannia Works, Gainsborough (3.80Ha)	A1/A3/B1/C1/D1/D2 Open Space/Community Uses
G(M)5	Carr Lane Bridge Street, Gainsborough (4.06Ha)	Water Basin Marina and Associated Housing, Commercial and Leisure Uses (Housing element-100 dwgs)
G(M)6	Cross Street, Gainsborough (0.35Ha)	B1/C1/C2/C3/D1/D2 Open Space/Car Parking (Housing element-6 dwgs).
Hp(M)1	Church Farm Harpswell (0.70Ha)	Bio-mass Renewable Energy Demonstration Project with the Conversion of Existing Buildings & Limited New Build into Live / Work Units
HC(M)1	Old Technical Pk Hemswell Cliff (12.53Ha)	A1/A2/A3/B1/B2/C2/D2
MR(M)3	Union Street, Market Rasen (0.21Ha)	A1/A2/C2/C3 Open Space, Community Uses (Housing element-9 dwgs)
MR(M)4	Waterloo Street, Market Rasen (0.31Ha)	A1/A2/B1/C3 Servicing for Retail Properties on Queen Street (Housing element-15 dwgs)
MR(M)5	Linwood Road, Market Rasen (3.02Ha)	A1/A3/C1/C3/D1/D2/ Transport Interchange, Open space, Visitor Facilities (Housing element-5 dwgs)
PC(M)1	Pingley Camp (3.37Ha)	B1/C3 Low Density Housing (Housing element-10 dwgs)
U(M)1	Church Field Upton (0.94Ha)	Burial Ground, Open Space & Residential Development (Housing element-1 dwg)

Proposals for utilising an entire site for a single type of use are unlikely to be granted permission given the desire to utilise these sites for a mix of uses, as part of overall regeneration activity.

JUSTIFICATION

A105 A mixture of uses will be permitted on the above sites in order to create diverse, viable and safe areas within the settlements of the District.

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The planning status of the following mixed use sites at 1/1/2003 (base date of the plan) was: BW(M)1: 207 dwellings; G(M)1: 59 dwellings and MR(M)5: 4 dwellings.

A106 Mixed-use developments are a vital element in creating sustainable development, particularly within the towns of the District. Many of the mixed-use areas are key locations where regeneration activity is required to improve the urban fabric and to breathe new life back into the area. In general terms the size of the sites will require a mixed-use scheme in order to work commercially and to create a viable development that will also contribute to the vitality of the wider town area.

A107 Other sites allocated under this policy outside of the market towns are locations where either community regeneration and development is urgently required or are locations where exciting new major development schemes are being created as part of the overall economic development of the District.

A108 Applications for single uses in these allocated areas will not be permitted unless they can be justified in terms of their overall contribution to the mixed-use development.

A109 The policy suggests the different types of uses that could be developed on each site. The list is not exhaustive and each proposal will be viewed on its own merits.

A110 Examples of the uses in each of the Use Classes defined in this policy are listed below. For a comprehensive definition of what types of development fall within each class refer to the Town and Country Planning Use Classes Order.

- | | |
|----|---|
| A1 | Shops
e.g. shops, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners. |
| A2 | Financial and Professional Services
e.g. banks, building societies, estate and employment agencies. |
| A3 | Restaurants and Cafés |
| A4 | Drinking Establishments
e.g. public houses and wine bars. |
| A5 | Hot Food Take-away |
| B1 | Business
e.g. offices not within A2, research and development of products or processes, light industry. |
| B2 | General Industrial |
| B8 | Storage and Distribution |
| C1 | Hotels
including boarding and guest houses. |
| C2 | Residential Institutions
e.g. hospitals, nursing homes or residential schools, colleges or training centres |
| C3 | Dwellings Houses |
| D1 | Non-Residential Institutions
e.g. Places of worship, church halls, clinics, health centres, day nurseries, museums, libraries, non-residential education and training centres. |
| D2 | Assembly and Leisure
e.g. cinemas, swimming baths. |

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Sui Generis (i.e. not in any of the above Use Classes) e.g. theatre, nightclub, amusement arcade, launderettes, petrol filling stations, motor car showrooms and casinos together with other uses.

NOTE: Policy STRAT 14 was developed before the recent alterations to the Use Classes Order therefore where the policy refers to A3 uses this did at the time also include drinking establishments and take-aways. Whether these uses, now known as A4 and A5, are acceptable will need to be judged on a case by case basis.

EMPLOYMENT ALLOCATIONS

A111 A key aim of Central Government is to encourage continued economic development in a way which is compatible with environmental objectives. By allocating specific sites in the Local Plan First Review for employment development, developers when wishing to invest in the District will be able to choose from a range of the most appropriate sites.

POLICY STRAT 15 – EMPLOYMENT ALLOCATIONS

The following sites defined on the Proposals Map are proposed for the employment development defined by the Use Classes given in the list below:

Site	Location	Area (ha)	Use Classes
B(E)1	Bardney Henry Lane	0.80	B1/B2/B8
Bt(E)1	Blyton Station Rd	0.43	B1/B2/B8
Bk(E)1	Brookenby Technical Park	11.80	B1/B2/B8
C(E)3	Caistor North Kelsey Rd	11.00	B1/B2/B8/A2
G(E)2	Gainsborough Heapham Rd	48.10	B1/B2/B8/A2
G(E)3	Gainsborough Foxby Lane	3.83	B1/A2
GL(E)1	Great Limber Grasby Lane	0.48	B1
HC(E)1	Hemswell Cliff North of A631	17.26	A2/B1/B2/B8

MR(E)1	Market Rasen Gallamore Lane	3.62	B1/B2/B8/A2
N(E)1	Nettleham Deepdale Lane	1.30	B1/B2/B8
N(E)2	Nettleham Lodge Lane	0.77	B1
Og(E)1	Osgodby Main Street	0.63	B1/B2/B8
S(E)1	Saxilby Enterprise Park	10.18	B1/B2/B8
Sr(E)2	Scotter Manton Road	0.77	B1/B2/B8
SS(E)1	Sturton by Stow Tillbridge Lane	2.61	B1/B2/B8
To(E)1	Torksey Main Street	2.48	B1/B2

Development on these sites will be expected to:

Provide an acceptable standard of vehicular access to the road network, servicing and manoeuvring space, together with appropriate parking and cycling facilities;

- i. Incorporate landscaping and environmental works to separate any incompatible uses and to blend development into the countryside or settlement landscape;*
- ii. Ensure the design, scale and siting of buildings/structures does not detract from the environment, or character and appearance of the surroundings;*
- iii. Make provision for infrastructure and services directly related to it and necessary to the granting of planning permission.*

JUSTIFICATION

A112 Gainsborough, Market Rasen and Caistor are well established employment centres with an existing industrial and commercial base. They are relatively remote from other large urban areas, but are accessible for journey to work purposes from a wide rural hinterland and have a sizeable labour pool.

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A113 Residential development growth will be aimed, in the most part, at the towns therefore there will be an increase in population, and thus the provision of local employment is of key importance to ensure there is ample opportunity for job creation.

A114 Employment land allocations in settlements other than the three principal towns are based on the size, function, character and circumstances of those settlements or historical commitments. Many have a range of services and facilities which serve not only the settlement but an area surrounding them, therefore employment allocations are considered appropriate.

A115 A number of the employment sites allocated in the rural villages are based around existing employment activity. The expansion of employment activity will help to boost the rural economy, re-use previously developed land and create economies of scale by business clusters being established.

A116 The Council has purposely sought to allocate a range of employment sites both in terms of size, options for use and location to allow for choice. This is designed to allow for a better geographical spread of investment opportunities across the District.

A117 The use classes have been defined in the justification of Policy STRAT 14.

RETAIL ALLOCATIONS

A118 It is the firm intention of the Council that local retail facilities are provided in the village of Sudbrooke.

POLICY STRAT 16 – RETAIL ALLOCATIONS (SUSBROOKE)

Planning permission will be granted only for retail development on the land so identified in Sudbrooke unless local retail facilities are developed on an alternative site in the village acceptable to the Council.

JUSTIFICATION

A119 Sudbrooke has poor retail provision. The Council considers that Sudbrooke suffers from a lack of shops and services and requires a specific allocation of land to be made for the purpose of providing additional facilities. This will have the benefit of safeguarding the land from other forms of development, will help create a village centre and give the settlement an economic and social focus which is vital in a settlement of its site.

RECREATIONAL AREA ALLOCATIONS

POLICY STRAT 17 – RECREATIONAL AREA ALLOCATIONS

The following areas of land as shown on the Proposals Map are allocated as Recreational Areas to serve local needs:

*Blyton, Sandbeck Lane
Keelby, Stallingborough Road
North Kelsey, Carr Road
Scotton, Northorpe Road
Scotter, Scotton Road
Willingham by Stow, Marton Road*

Development proposals for non-recreational uses within such areas will only be permitted if it can be proven that the recreational need has been satisfied elsewhere within the locality.

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JUSTIFICATION

A120 Recreation facilities are increasingly regarded as not just desirable, but essential requirements of the local community. They are important because they help contribute to community identity and the health and well-being of residents. Finding available, suitable and well-located sites can be difficult.

A121 By allocating sites in the Local Plan First Review for the development of recreational facilities the land is protected from other development throughout the period of the Plan. This will help to ensure the development of these essential recreational facilities as non-recreational uses will not be permitted on these sites unless it can be proven that suitable alternative sites can be provided for recreational use elsewhere within the locality.

A122 The sites identified do not necessarily require facilitating development to occur in order for them to be developed. They have been identified as schemes that the local communities are already developing. Allocating the land is the first step in allowing schemes to move forward.

ROADSIDE SERVICE AREAS

POLICY STRAT 18 – ROADSIDE SERVICE AREAS

Outside urban areas planning permission will not be granted for proposals to develop roadside service and refreshment facilities except at the following location:

Land at Caenby Corner

Providing that the proposal:

- i. Is of an appropriate scale to cater for the needs of road users;*

- ii. Includes facilities for refreshment, fuelling, parking and outdoor relaxation;*
- iii. Is of an appropriate scale and style to the character of the locality;*
- iv. Includes significant and appropriate landscaping proposals both within and around the site.*

JUSTIFICATION

A123 Outside of the main towns, there is a general lack of purpose built roadside refreshment facilities in West Lindsey, which cater for the long or middle distance traveller. Often, such travellers do not wish to use facilities within towns, as they may be unfamiliar with the areas, and usually require quick access to services. Additional travel to services within towns may have adverse effects upon the environment, and the safety and quality of life for those living in the towns.

A124 However, the location of service areas outside of the towns also has consequences. The character and quality of the locality/environment may be affected, especially before any proposed landscaping measures have reached their full effect. The development of roadside service areas can introduce new large-scale activity into previously quiet areas of the countryside.

A125 The Council does not wish to encourage the development of too many sites for roadside services, as this may result in a detrimental effect on existing services within the towns and villages, especially in rural areas.

A126 In order to meet the need for roadside services whilst protecting the countryside, the Council considers that the location of Caenby Corner as being suitable for the development of

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such services. The area which, in the view of the Council, would serve middle and long distance traffic, adjacent to a roundabout, joins two important routes within the District. Providing that careful consideration is given to the design and landscaping of any proposal, development would not have a detrimental effect upon the character of the countryside.

A127 The Council wishes to ensure that the primary aim of these facilities is fulfilled. Proposals should provide for a full range of demands to be met, including an environment which would allow drivers to relax and obtain access to refreshments and fuel, without having to unnecessarily enter the District's towns or villages.

A128 Due to the usual scale and nature of roadside services, the Council will expect that proposals are sympathetically designed, a comprehensive landscaping scheme is implemented, and that the possible effects of night-time lighting within the countryside are minimised. These measures will allow any new development to become an acceptable and unobtrusive element within the landscape.

INFRASTRUCTURE REQUIREMENTS

A129 The availability of infrastructure is a material consideration in planning terms. The provision of infrastructure is important for development. Infrastructure is taken to include community services such as education and health facilities as well as built elements such as roads, water supply and sewers.

POLICY STRAT 19 – INFRASTRUCTURE REQUIREMENTS

Proposals for the development and other use of land must take account of the need to provide on- and off-site service and social/community infrastructure and other services in accordance with the requirements of statutory undertakers and other providers of essential services. Development that increases demand on infrastructure that cannot be satisfactorily provided for within the existing capacity of on- and off-site service and social/community infrastructure or other services will not be permitted unless extra capacity will be provided to serve the development.

JUSTIFICATION

A130 In PPS1 (Delivering Sustainable Development), PPG12 (Development Plans) and PPS12 (Local Development Frameworks) it is indicated that the availability of infrastructure is a material planning consideration in the regulation of development and use of land. Following the granting of planning permission for development, it will be necessary for the new development to be serviced before it is available for use. This has consequences for the providers of these services, in terms of their programmes of expansion and improvement work and could influence the timing of development. When development proposals come forward the Council will liaise with the relevant bodies including the Health and Education Authorities to assess the impact of the proposals and where necessary and appropriate seek suitable contributions to services and facilities to meet the impacts caused by development. This policy will apply to all new development proposals.

CHAPTER A – STRATEGIC FRAMEWORK (STRAT)

SAFEGUARDING ALLOCATED SITES

A131 It is of fundamental importance to the Development Plan strategy that sufficient sites highlighted for development purposes can be completed in accordance with the Plan. Self-evidently, development will not be able to take place if suitable sites are not available.

POLICY STRAT 20 – SAFEGUARDING ALLOCATED SITES

On sites that are allocated in the Local Plan First Review for specific purposes, planning permission will not be granted for their use for other purposes, unless the Council is satisfied that:

- i. There are sufficient sites for the superseded development type elsewhere in the locality;*
- ii. The strategic provisions of the Lincolnshire Structure Plan Review and Local Plan First Review can still be met;*
- iii. There will be no greater environmental impact than would arise from the allocated use.*

JUSTIFICATION

A132 Through the Local Plan First Review, the Council must seek to make adequate provision for development and allocate land for specific purposes. It is fundamentally important to the development strategy in the Plan that an unnecessary reduction in the range and location of allocated sites is not permitted.

WEST LINDSEY LOCAL PLAN FIRST REVIEW

JUNE 2006



CHAPTER B: SUSTAINABILITY



CHAPTER B – SUSTAINABILITY (SUS)

INTRODUCTION

B1 Environmental concerns such as global warming, pollution and the depletion of natural resources are all issues which have captured the attention of policy makers and the general public in recent years. The sustainability policies in this chapter have been formulated to ensure that, where possible, all new development in the District makes a contribution towards protecting or enhancing the environment, or offsetting the harmful effects of development on the environment.

B2 A main thrust of Government thinking over the past few years has been to encourage sustainable development to meet the needs of today's generations whilst protecting the ability of future generations to meet their needs. If we do not protect the environment, people living on this planet in the future may be faced with global warming, high levels of pollution, high levels of congestion, cramped living conditions etc.

B3 The policies in this chapter not only take account of the need for environmental protection but also the social and economic aspects of development relevant to a deeply rural and sparsely populated District.

AIMS AND OBJECTIVES

B4 The following specific objectives for the Plan's sustainability policies have been identified:

- To minimise the impact of development on the environment.
- To ensure development causes no long term damage to the environment.
- To offset the impact of development on the environment;

- To promote energy conservation, recycling and sustainable patterns of development.
- To minimise atmospheric noise, water and land pollution.
- To reduce the need to travel.

NATIONAL, REGIONAL & STRATEGIC GUIDANCE

B5 It is a major responsibility of Local Authorities, through their Local Plans, to ensure environmental considerations are taken into account comprehensively and consistently when development is proposed. PPG12 (Development Plans) sets out the areas where the Government expects Local Plans to contribute to the principles of sustainable development.

B6 It is indicated in the Regional Spatial Strategy (RSS8) that a sustainable development strategy is to be achieved throughout the East Midlands region and this reflects national policy. This chapter serves to take the broad objectives of PPS1 (Delivering Sustainable Development), PPG12 and RSS8 and develop them into more detailed development control policies as part of the strategic framework of the Local Plan First Review.

B7 The Lincolnshire Structure Plan Review guides the way for the inclusion of sustainability policies in this plan. Many of the policies in the Structure Plan Review take into account the need for sustainable development in terms of development proposals that protects and enhances, whilst seeking to offset any harmful effects. Again, the policies in the Local Plan First Review should enhance, reflect and translate the Lincolnshire Structure Plan Review 2004 policies into workable local policies.

CHAPTER B – SUSTAINABILITY (SUS)

DEVELOPMENT PROPOSALS AND TRANSPORT CHOICE

B8 Through the Local Plan First Review the Council wishes to reduce the need to travel by locating major large scale development within locations where a full range of transport modes exists to allow for transport choice.

B9 In West Lindsey it is arguably difficult to be fully reliant on public transport due to the widespread, sparsely populated, rural nature of the District. However, the Council will encourage development that can make best use of public transport systems wherever possible, including the InterConnect high quality, high frequency bus routes.

POLICY SUS 1 – DEVELOPMENT PROPOSALS AND TRANSPORT CHOICE

Large-scale development proposals, such as intensive employment uses, high density residential, retail, leisure and tourism, education and other public facilities, which generate a significant volume of traffic movement, will only be permitted provided that they are located where they can be easily and efficiently served by an existing or expandable public transport service, and where there are good local pedestrian and cycle links available or to be provided.

JUSTIFICATION

B10 The aim of both the Council and Central Government is to encourage the use of environmentally friendly transport, and promote alternative modes of transport to the private car where available, therefore helping to minimise levels of congestion and pollution and encouraging the creation of a sustainable transport system. As a result of the growing concerns over energy conservation and pollution it is important that any major development follows

the requirements of this policy to ensure that it may be easily and conveniently served by public transport and other modes alternative to the private car.

B11 Whilst the policy does not require all such developments to be located in the District's three market towns, Gainsborough, Market Rasen and Caistor, these locations may often be the preferred choice due to the existing range of transport modes serving these settlements and the proximity of the probable workforce/users. However, other locations with a suitable range of transport choices available would also be supported by this policy.

B12 The Council does not have a specific definition of what constitutes large-scale development. Development considered being large-scale in Market Rasen, or Caistor for example, may not be regarded as such in Gainsborough. Each proposal will be assessed on its individual merit.

B13 An increased use of public transport and other modes would reduce the number of vehicles on the road and, as a result, help to reduce levels of congestion and pollution. The location of new development within or adjacent to existing urban areas and with a convenient public transport service may also help reduce the need for any increased travel. This policy will help to support the strategy of the Lincolnshire Local Transport Plan.

B14 Although the Council cannot specifically request this, any form of public transport serving the site should be made available before the site becomes operational. In cases where public transport is not to be provided, the creation of the necessary infrastructure to cater for the future provision would be beneficial, ensuring that any future provision is as straightforward as possible.

CHAPTER B – SUSTAINABILITY (SUS)

B15 Where this policy is applicable to a proposed development, if the justification for the development includes an existing or expanded public transport service, details of the anticipated levels of service provision must be provided in order that any claims may be substantiated. If expansion of the service is not proposed, details of the capability of the existing public transport service to accommodate additional usage should be provided. For a new development which, without an existing or expanded public transport service, would cause a significant increase in journey lengths or numbers, specific details of arrangements to ensure convenient transport to and from the site must be provided in a development appraisal as indicated in Policy SUS 9 and/or an assessment as required by Policy SUS 2.

IMPACT OF DEVELOPMENT ON TRANSPORT

POLICY SUS 2 – TRANSPORT ASSESSMENTS

Where development will have significant implications for transport, planning permission will not be granted unless:

- i. A transport assessment has been undertaken;*
- ii. The findings of and the proposals within the transport assessment are acceptable and can be easily implemented;*
- iii. A Travel Plan has been prepared as part of the planning application.*

JUSTIFICATION

B16 Certain developments may have specific implications for transport within the locality of the site. Where this is the case, PPG13 (Transport) requires a Transport Assessment to be

undertaken. These studies replace the previously requested Traffic Impact Assessments. Developers will be encouraged to discuss their Transport Assessments with the Local Planning Authority and the Highways Authority before they are produced.

B17 Each Transport Assessment should reflect the scale of the development and the nature and extent of the transport implications that are expected. Proposals will have to show how accessible the site is by all modes of transport, when the majority of journeys to and from the site will take place, and details of any proposals to improve access to the site by public transport, cycling or walking will be outlined in a Travel Plan. The need for car parking linked to the development should be reduced. Developers of smaller proposals need not go into as much detail in their assessments. For small-scale proposals the transport details could be included within the Development Appraisal required by Policy SUS 9.

PUBLIC TRANSPORT INFRASTRUCTURE

B18 Public transport is normally an efficient means of transporting large numbers of people and is effective as a means of reducing energy use. Because of its characteristics it is most advantageous in large urban areas. West Lindsey is for the most part rural, with areas only sparsely populated. The characteristics of the journeys required to be made by residents are therefore many and varied and often cannot be effectively catered for by public transport.

B19 However, National Policy in PPG13 (Transport) highlights the need to encourage public transport provision by allowing development which can be served by it. The Regional Spatial Strategy contains advice that Local Plans should accommodate proposals to improve public transport infrastructure.

CHAPTER B – SUSTAINABILITY (SUS)

POLICY SUS 3 – PUBLIC TRANSPORT INFRASTRUCTURE

Planning permission will be granted for the development of public transport infrastructure, providing that:

- i. The development will be safe, convenient and of high quality;*
- ii. The development will provide, or form a necessary part of, a reliable network of routes.*

Planning permission will not be granted for any proposal which is likely to detrimentally affect any existing, planned or potential public transport network, route or facility.

JUSTIFICATION

B20 The use of public transport rather than the private motor vehicle can bring about benefits to the environment. The overall quality of a service, if it is perceived to be poor, can lead to that service not being used to its full potential. Such perceptions are usually caused by familiarity with the vehicles and infrastructure that are available. Old, unreliable vehicles and cold, poorly lit, unsafe, vandalised and inappropriate infrastructure and a lack of information do little to encourage the use of public transport.

B21 The upgrading of vehicles and facilities can encourage the use of public transport. Through the provision of a warm, safe, friendly and informative environment, people are more likely to be encouraged to use the services provided. The Council wishes to encourage proposals that will allow the upgrading of existing public transport facilities or the provision of new ones. The introduction of the InterConnect high-frequency bus routes across parts of West Lindsey are an example of a Local Transport Plan scheme the

Local Plan First Review is seeking to complement through its land use policies.

CYCLE AND PEDESTRIAN ROUTES IN DEVELOPMENT PROPOSALS

B22 It is essential that, if the Council is to encourage cycling and walking as sustainable methods of transportation, safe and user-friendly environments must be provided wherever possible.

POLICY SUS 4 – CYCLE AND PEDESTRIAN ROUTES IN DEVELOPMENT PROPOSALS

Planning permission will not be granted for development proposals unless the needs of cyclists and pedestrians have been considered and, where practicable opportunities exist, facilities for the safe and convenient passage of cyclists and pedestrians are incorporated into the development by:

- i. Provision of cycle and pedestrian routes which run separately from those routes used by motor vehicles;*
- ii. Provision of routes, which are not isolated, dangerous or difficult to use;*
- iii. Not jeopardising the potential for future provision of such routes if the proposed development is small in scale;*
- iv. Implementing other measures which would increase the safety of these users and give them an increased priority over motor vehicles.*

JUSTIFICATION

B23 Increased travel by cycle or foot reduces levels of pollution and levels of noise, and requires very little infrastructure. The provision of

CHAPTER B – SUSTAINABILITY (SUS)

dedicated routes for cyclists and pedestrians enables them to travel in safety away from the danger of heavy and fast moving traffic, and therefore encourages more people to travel in this way. The Local Transport Plan for Lincolnshire is seeking to encourage greater use of walking and cycling in Gainsborough as part of its Community Travel Zone concept. This policy will complement this initiative and the Greenways national pilot scheme for the wider Lincoln area.

B24 If movement by cycle or on foot is to be encouraged; dedicated routes should be located and designed to link popular destinations whilst making people feel safe. Routes located within general public view reduce the risk of anti-social behaviour and vandalism, therefore making users feel more secure. They should be not be hindered by barriers or excessive changes of level.

B25 Small scale development will not normally be expected to contribute to an overall cycle or pedestrian route system. However, such developments should not be designed in a way which would jeopardise the provision of such routes should the site be expanded in the future. This may be the case if insufficient land is allowed for safe routes to be implemented.

CYCLE PARKING FACILITIES

POLICY SUS 5 – CYCLE PARKING FACILITIES

Through proposals for all educational, employment, recreation/leisure, tourism, community and retail developments, the provision of safe and secure cycle parking facilities will be sought.

JUSTIFICATION

B26 The provision of safe and convenient cycleways will encourage the use of cycling to reach various destinations as an alternative to motor vehicles. People choosing to use this form of transport require a safe and secure area in which to park their cycles, preferably under cover. A lack of provision of cycle parking at major developments may hinder the Council's aim to encourage an increase in the number of people that cycle to their destinations. Appendix 9 contains the minimum standards for cycle parking facilities that development proposals should incorporate. Cycle lockers already exist at Saxilby and Market Rasen railway stations and within Gainsborough town centre. However, further expansion of such facilities are required if this mode of transport is to be developed seriously.

POLICY SUS 6 – NOW DELETED

BUILDING MATERIALS AND COMPONENTS

B30 It is possible to significantly reduce the environmental impact of a building if the materials are carefully chosen. The production, use and disposal of materials account for significant quantities of energy and resource consumption.

POLICY SUS 7 - BUILDING MATERIALS AND COMPONENTS

When considering development proposals, planning permission will be given to proposals where they use building materials and components that have a low environmental impact.

JUSTIFICATION

B31 Research has been carried out into the relative environmental merits of building materials, making it possible to address this issue.

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Information, such as 'The Green Guide to Specification', published by Building Research Establishment is available stating the specific materials and components used for building that are less harmful to the environment in relation to others. This policy should be used in conjunction with other policies in the Plan relating to design and conservation. The use of recycled or reclaimed building materials will be encouraged. Where proposed development requires the demolition or removal of a building and/or building materials that have known historic value, there shall be a requirement on the developer to ensure that these materials are, where practicable, reused in new buildings or restoration within the District.

ENERGY EFFICIENCY

B32 It is essential to consider all possible ways in which to create energy efficient homes and other developments. The location and layout of a development can affect the energy efficiency of a site and the buildings on it. When considering the location and the layout of a proposed development, orientations and designs that maximise energy efficiency will be supported.

POLICY SUS 8 – ENERGY EFFICIENCY

In considering planning applications, proposals that take into account energy efficiency in terms of location, layout and design will be encouraged.

The following criteria should be considered:

- i. Place development in locations avoiding poor microclimate (hillcrests or frost pockets) making the most of south-facing slopes.*
- ii. The orientation of (especially) housing, to maximise solar gain.*
- iii. Locate buildings where there is minimal overshadowing by neighbouring buildings and trees to avoid loss of solar gain.*

JUSTIFICATION

B33 The orientation of houses would ideally face south to maximise solar gain. This will not always be possible to achieve therefore targets placing new dwellings on an orientation of at least 45 degrees of south should be aimed for. By limiting overshadowing from trees the intention is not to remove existing trees from a site, rather to design the layout of the buildings to avoid overshadowing.

B34 The design and location of development can have far reaching consequences for the use of energy. On a large-scale development a reduction of energy consumption is linked to a reduction in the requirements for travel. Thus, in locating new developments, their proximity to other land uses should be taken into account so as not to produce a new undue need to travel which cannot be accommodated on existing or improved public transport services.

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B35 The arrangement and layout of a small scale development and uses within it that actively promote energy conservation include:

- Location of main rooms on the southern aspect of buildings to make full use of natural daylight and the warmth of the sun.
- Use of conservatories or glazed areas on the southern aspect to act as sun traps to encourage heat gain and retention.
- Landscaping, fencing or careful building location to allow shelter from strong winds and prevent excessive wetting of walls which causes chilling of the building.
- Avoidance of over-shadowing which blocks natural light.
- Implementation of high insulation standards, including cavity, roof and floor insulation and double or triple glazing.
- Use of materials, which do not use large amounts of energy in their production, are renewable and, preferably, manufactured locally to avoid transport requirements.

B36 When any new development is being considered the Council will also consider all relevant development control factors. In some cases it may not be necessary or acceptable to require energy conservation measures as these will result in a form of development, which is out of character with its location. The Council believes that, through careful and innovative thought processes, energy conservation measures and high quality design are however complementary.

CHAPTER B – SUSTAINABILITY (SUS)

DEVELOPMENT APPRAISALS

POLICY SUS 9 - DEVELOPMENT APPRAISALS

Planning applications dealing with 5 or more dwellings or any other proposal resulting in a net increase of floor space of 100m² require a Development Appraisal. This Development Appraisal should include reference to the following:

- i. Physical, economic and policy framework/context of the site;
- ii. Analysis of existing site character and potential, or otherwise; for development;
- iii. Access for vehicles and pedestrians;
- iv. Layout and siting of development;
- v. Design and external appearance of development;
- vi. Size, numbers and density of development;
- vii. Retention of existing site features;
- viii. The relationship of the new proposal to the neighbouring uses;
- ix. An Energy Statement indicating the energy efficiency measures proposed to reduce the energy used during the life of the buildings;
- x. The likely impact of the new development on local services, facilities and infrastructure;
- xi. Affordable housing provision where appropriate;

- xii. Open space provision where appropriate;
- xiii. Compensatory tree planting where appropriate;
- xiv. Protection of amenity of surrounding uses;
- xv. Protection and enhancement of ecological features;
- xvi. Impact upon and provision of physical and community infrastructure;
- xvii. Landscape measures;
- xviii. Impact on the landscape;
- xix. Protection and enhancement of historic buildings and features wherever possible.

In sensitive localities, for example in the Lincolnshire Wolds Area of Outstanding Natural Beauty or in the District's Conservation Areas, a Development Appraisal may be required for a lesser number of dwellings or a lower increase in floor space.

JUSTIFICATION

B37 It is essential to ensure that new development proposals are designed and developed in a sustainable and sensitive way. This policy aims to ensure a Development Appraisal accompanies significant new proposals and includes a consideration of the listed criteria. It is important to address the impact a new proposal may have on any neighbouring uses. If the new use will be detrimental to the existing use, development should not be allowed. Similarly it is essential to ensure that the services and facilities in the locality can support any new proposal, and that an influx of population would not result in a strain on services and facilities.

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B38 The Council recognises that the conservation of energy is a key sustainability issue. The environmental impact of any new development should be considered in terms of energy used during the life of the buildings. This is known as 'energy revenue', and its wastage is substantial. Every effort should be made by developers to use energy efficient building design, layout and materials in order to restrict energy use. The Energy Statement should include a comprehensive report of the efforts made by applicants to incorporate layouts and designs which exploit the potential for both renewable energy and energy efficiency. As stated in other policies within the plan it is required to provide affordable housing, open space and sometimes other factors in certain developments. Confirmation of inclusion of these aspects into the proposal should be included within the Development Appraisal.

B39 Development Appraisals will contain guidance on factors such as: movement of and access for vehicles and pedestrians; retention, where appropriate, of important site features, including land form, landscape and existing buildings and structures, design, layout and density of development in relation to settlement or neighbourhood character; open space provision, where appropriate, within the development site; landscape planting measures, infrastructure and site services and aspects of development which will not be acceptable without suitable mitigation proposals.

PLANNING LOSS

POLICY SUS 10 – PLANNING LOSS

Where a development is proposed which would in the opinion of the local planning authority, result in a planning loss for or to, any part of the community and/or the environment, planning permission or consent will not normally be granted for that development unless:

- i. Development proposals include provisions which will ensure that such planning loss is offset or minimised and is balanced against the need for development;*
- ii. The full requirements for on-site and off-site service and social infrastructure facilities and services, consequent upon the development are satisfied.*

JUSTIFICATION

B40 The planning process operates in the public interest and its aim to embrace securing efficiency and amenity in the development and use of land and the protection of the environment. In granting planning permission or in negotiations with developers and other interests that may lead to the grant of planning permission, the Council may seek to secure modifications or improvements to the proposals.

B41 The Council will aim to ensure that a new development or redevelopment is facilitated, while having regard to the interest of the local environment, the amenities and well being of the community and other planning considerations. As part of a development proposal the Council may expect developers to contribute to the cost of infrastructure and/or services which would not have been necessary but for the development proposal. Payments to offset or mitigate the

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harm to the environment and amenities of the community may also be expected to form part of the development proposal, for conservation, building conservation or landscape protection. Payments should be reasonably directly related in scale to the benefit, which the development proposal would derive from the facilities to be provided, and to the scale of planning loss or harm likely to be caused by the proposal.

B42 Planning loss can relate to a wide range of impacts likely to be caused by the development proposal, including pollution, traffic congestion, and danger from traffic, noise, visual intrusion, damage to the landscape, to wildlife and to the heritage of the area.

ENERGY GENERATION / RENEWABLE ENERGY

B43 Through the Local Plan First Review the Council seeks to reflect the recent international thrust to conserve energy and embrace renewable energy creating methods.

POLICY SUS 11 – ENERGY GENERATION / RENEWABLE ENERGY

Development of energy generating operations even which maximise the efficient use of fossil fuels or renewable energy sources will not be permitted where they would result in significant harm to local amenities, the environment or to the character of the countryside or landscape.

In assessing any renewable energy proposal regard will be had to all of the following factors:

- a. The sustainable benefits associated with the renewable energy proposal;*
- b. The impacts of the proposal on the landscape character, the countryside generally, amenity, quality of life, the built environment, the highway network and the natural environment including wildlife interests;*
- c. The potential impact upon civil aviation and military safeguarding zones, NATS Radar, Meteorological Radar and Telecommunications;*
- d. The availability of a realistic and practical connection to the electricity network;*
- e. The cumulative impact of proposals;*
- f. Regard to National and Regional targets for Renewable Energy.*

JUSTIFICATION

B44 Wind power is perhaps the most promising renewable energy resource nationally. However, the geographical scope for wind farms is restricted primarily to those areas of the highest or most reliable wind speeds. In West Lindsey these areas are found in the Lincolnshire Wolds Area of Outstanding Natural Beauty but where the

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environmental impact of these structures is likely to be high. This factor should be considered when assessing potential sites for wind farms or turbines. It is recognised that although Policy SUS 11 encourages the development of renewable energy resources, no development is without environmental impact. Full consideration of the policies in the Natural and Built Environment chapter dealing with landscape protection must be fully assessed against any proposal. Any proposal must also take account of military and civil airfield safeguarding zones where tall structures are not generally permitted.

B44a In considering renewable energy proposals different considerations may apply depending upon the nature of the proposal being promoted. Lincolnshire offers significant potential for biomass proposals but probably less potential for on-shore wind energy.

WASTE COLLECTION AND RECYCLING

POLICY SUS 12 – WASTE COLLECTION AND RECYCLING

Permission will be granted for the use of sites which are designed for receptacles for the collection of materials for recycling or proposals whose main purpose is the recycling of appropriate materials provided they do not result in significant harm to local amenities or a detrimental impact on the streetscape or environment.

JUSTIFICATION

B45 In the right conditions recycling makes good environmental and economic sense. It leads to:

- The conservation of natural resources;
- Energy saving in production and transport;
- Reduction in the risk of pollution as well as saving costs in pollution control.

B46 This policy is aimed at encouraging recycling points to be provided within new developments. New superstores and supermarkets, with dedicated car parks should have recycling facilities for glass, cans, plastics and newspaper, to encourage energy conservation through recycling and to help avoid the need for additional car journeys to recycling points. Recycling points should be properly screened and sited to minimise disturbances to any adjacent land uses.

HAZARDOUS PROPOSALS

B47 The Health and Safety Executive (HSE) notify the Council as to what areas of land or zones in the District are affected by hazardous substance installations or sites. The HSE has to be consulted when a planning application is submitted for certain proposals to develop land in these "hazardous areas". Other important consultees include: the Civil Aviation Authority, Water Companies, the Environment Agency and the Ministry of Defence. Local Planning Authorities take safety factors into account when dealing with applications for development involving a major hazard. This policy also deals with any other hazardous proposals.

POLICY SUS 13 – HAZARDOUS PROPOSALS

Development will not be permitted which would create a relationship between hazardous or potentially hazardous uses and their surroundings such as to entail risk to health or the amenity of residents or to the public generally or to the environment.

JUSTIFICATION

B48 Planning has an important part to play in ensuring that ordinary development is segregated from hazardous areas or proposals wherever

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possible and that the effect of hazardous development on the environment is contained.

B49 Various commercial, including agricultural, processes involve the use of potentially hazardous, health threatening and environmentally damaging materials. There is the risk of harm resulting from accidental uncontrolled release of such materials, particularly to people in the vicinity.

FLOOD RISK AREAS

B50 Local Plan Policies reflect land use issues, which are of public priority. This includes a safe environment where proper precautions are taken against risks that flooding can pose.

B51 The issue has become increasingly important given the expected rise in sea levels, possible increases in storm severity and other changes in weather patterns arising from anticipated climate change. The publication of PPG25 and emerging Draft PPS25 on Planning and Flood Risk have also increased the need to consider this issue as an element of sustainability.

POLICY SUS 14 – FLOOD RISK AREAS

Where a risk from flooding is identified from the Environment Agency or any relevant flood risk study new development, including the intensification of existing development or proposals to raise the level of the land, will not be permitted unless:

- i. An adequate assessment has been made of that risk including whether the proposed development is likely to be affected by the risk of flooding and whether it will increase flood risk elsewhere;*

- ii. Where it would increase the risk of flooding elsewhere; or there is flood risk to the development, its possible effects in terms of flood flows, flood storage capacity and run-off implications are acceptable;*
- iii. Any mitigation measures proposed to deal with these effects and risks are adequate, effective and acceptable and are appropriate to maintain or enhance the biodiversity value of any associated land and are implemented prior to development commencing;*
- iv. Any proposed mitigation is maintained for the lifetime of the development;*
- v. It is demonstrated that reasonable alternative sites are not available at a lower risk of flooding. Development generating surface water run-off likely to result in adverse effects, such as increased risk of flooding, changes in ground water levels, or river channel instability will not be permitted unless:*
 - a. The development's surface water management system accords with sustainable drainage system principles and has been designed as an integral part of the development layout; and*
 - b. The system will effectively control and adequately mitigate or attenuate any adverse effects from surface water run-off on the natural and built environment; and*
 - c. Measures are in place to ensure maintenance of the drainage system, and the appropriate attenuation measures are in place prior to development commencing.*

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JUSTIFICATION

B52 A Strategic Flood Risk Assessment has been carried out on behalf of the Council to identify the areas where development is proposed in West Lindsey which are potentially liable to suffer from flooding as required by PPG25 (Development and Flood Risk). For a variety of reasons some development has already taken place in these areas. Consequently people and property in the areas are at potential risk from flooding, further development in these areas will not be permitted. The Strategic Flood Risk Assessment only covers the allocated sites within Gainsborough, Market Rasen and within the Lincoln Policy Area because these locations are the only ones where development is actually being proposed within potential flood risk zones. As an initial step all sites in other areas across the District were de-allocated if they were in the Environment Agency Indicative Floodplain. Since the production of the Local Plan First Review the Environment Agency has published new flood maps highlighting factors such as the degree of risk and the relevant flood zone in accordance with PPG 25. The Council will always take account of the most up-to-date information available and will request site specific assessments where this is highlighted as necessary by the Environment Agency.

B53 Built development in flood risk areas may impede or divert the flow of floodwater to reduce the capacity of the available flood plain. The Council will allow only those uses, or built development, where it can be shown that it must be located in the flood risk area and it can be shown how the flood risk can be managed. On advice from the Environment Agency the Council will impose conditions requiring the most rigorous flood defence measures. Development must observe the Environment Agency's and/or Internal Drainage Board's separation distance from the defences (which varies between 8 and 9 metres in

West Lindsey) and which is based on Environment Agency and Internal Drainage Board requirements which seeks to enable access to the important strategic watercourses.

B54 Full information on flood risk is contained within the Strategic Flood Risk Assessment carried out by JBA Consultants on behalf of the Council. This study looks at not only Gainsborough and Market Rasen in detail but also the Lincoln Policy Area, which covers part of West Lindsey, parts of North Kesteven and the whole of Lincoln City. This assessment has been carried out in collaboration and partnership with the Environment Agency, Lincoln City Council, North Kesteven District Council and Lincolnshire County Council.

B54a The Local Plan First Review has been highly constrained in its allocation strategy by the levels of existing commitments given the much reduced housing targets effectively imposed by the Secretary of State. Given the high levels of existing commitments it has not been possible to apply a PPG25 derived sequential test to the selection of new sites as in most cases very few non-committed sites have been carried forward. In Market Rasen no new sites have been identified in areas at risk of flooding. In Gainsborough all new brownfield sites are located within PPG25 Zone 3 due to the need to prioritise brownfield sites in order to meet Government targets as to assist the regeneration of the town as required by the Regional Spatial Strategy. Given the circumstances a PPG25 sequential test was not felt to be a practical option for selecting sites in Gainsborough. The Council acknowledges that detailed site specific flood risk assessments may be required for a number of the key development sites in Gainsborough to consider flood risk mitigation measures.

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DERELICT, UNDER - UTILISED AND PREVIOUSLY DEVELOPED LAND

B55 The reclamation and reuse of derelict, under-utilised and previously developed land is, in general, accorded a high priority in Central Government and Regional Strategies. In the East Midlands Regional Spatial Strategy, it is proposed that, where possible reclaimed sites should be developed in preference to greenfield sites. It is also a key priority of the Council to promote regeneration through the development of previously developed sites.

B56 The Council supports measures which lead to environmental improvements in West Lindsey. Industrial decline has left derelict buildings and, in some areas, the closure of airfields has created disused or under-used sites. The economic regeneration of the market towns of Gainsborough, Market Rasen and Caistor relies heavily upon the redevelopment of previously developed sites.

POLICY SUS 15 – DERELICT, UNDER-UTILISED AND PREVIOUSLY DEVELOPED LAND.

Development will be permitted if it will bring derelict, under-utilised and previously developed land back into acceptable beneficial use or involves the reuse of existing developed buildings except where to do so would conflict with other policies.

JUSTIFICATION

B57 Land is a finite resource and it is a priority to revitalise and bring into beneficial use under-utilised and disused land. Proposals for development on such areas can reduce pressures for regeneration on greenfield sites and aid regeneration in older built-up areas, to the wider benefit of local communities. PPG3 (Housing)

sets out a national target for the re-use of previously developed land. The Local Plan First Review has set a target of 40% of housing development on previously developed land by 2016.

B58 There are potential 'windfall' sites across the District, mainly within the built-up area of settlements which can accommodate new development. However, the Council should not create problems associated with 'cramming' and over-development. Areas that are left vacant, under-utilised or derelict often lead to inappropriate and problematic uses. The visual impact of such areas can be detrimental and often reinforces the blighting impression of long-term neglect.

B59 The Council has economic objectives and Best Value performance targets to try to meet with regard to the use of previously developed land for new development. This policy together with those on the release and phasing of housing land are key aspects to ensure that the land use strategy of the Local Plan First Review reflects these wider objectives.

B60 It is important to recognise that this policy must be considered in conjunction with all other policies relevant to the specific proposal in the Local Plan First Review. It is often clear that not all derelict, under-utilised and previously developed land is necessarily suitable for development.

WEST LINDSEY LOCAL PLAN FIRST REVIEW

JUNE 2006



CHAPTER C: MARKET TOWNS



CHAPTER C - THE MARKET TOWNS

INTRODUCTION

C1 West Lindsey has three towns as identified in the Lincolnshire Structure Plan Review: Gainsborough, Market Rasen and Caistor. These are Market Towns and act as focal centres for shopping, education, employment, leisure and numerous other services and facilities for their local population and the wider hinterland of many smaller settlements.

C2 The three towns play an essential role in the economic, social and environmental well being of the District. The Council, through the Local Plan First Review and other strategies, is looking to focus investment and regeneration activities within the three Market Towns. It is a priority for the Council to ensure there are a full range of services and facilities in the towns including jobs, shops, schools, health care, tourist facilities and homes to satisfy the needs of the local community.

AIMS AND OBJECTIVES

C3 Each individual town has its own strengths and weaknesses; therefore, the aims, objectives and vision for each town are presented separately on the following pages. The objectives will be met by the Council through the Local Plan First Review in conjunction with other corporate documents, including the Sustainable Community Strategy and its implementation through the Local Strategic Partnership.

NATIONAL, REGIONAL AND STRATEGIC GUIDANCE

C4 Central Government Policy in PPS6 (Planning for Town Centres) and PPS7 (Sustainable Development in Rural Areas) sets out the need for market and other towns and villages to be the main service centres in rural areas. The Government remains committed to encouraging

regeneration in the market towns to strengthen their important role within rural areas.

C5 The Countryside Agency envisages a new role for Market Towns for the 21st Century. Revitalisation should return them to their once thriving role within rural England, as local capitals and service centres for residents, businesses and the surrounding communities.

C6 The Regional Spatial Strategy for the East Midlands (RSS8) includes Market Towns as a regional priority for development in rural areas because of their pivotal role within a District like West Lindsey. RSS8 also emphasises regional priority areas for regeneration in peripheral and isolated rural towns. Gainsborough has been identified as one of only three priority towns within the East Midlands for economic, social and environmental regeneration.

C7 The Lincolnshire Structure Plan Review provides the strategic guidance for the Local Plan First Review. It identifies the three towns within the Plan and seeks to focus development in these areas because of their role in serving the needs of the wider hinterland.

MARKET TOWNS

POLICY MT 1 - MARKET TOWNS

The Market Towns of Gainsborough, Market Rasen and Caistor will be a priority for regeneration and investment activity. Planning permission will be granted for development proposals that assist in the social and environmental regeneration or economic development of the three Market Towns providing proposals are also consistent with other policies in the Local Plan First Review.

CHAPTER C - THE MARKET TOWNS

JUSTIFICATION

C8 The Council firmly believes that guiding suitable development into the three Market Towns will help the regeneration process and improve the quality of life for local people. They are a regeneration priority because, in line with Central Government guidance, there should be a clustering of services and facilities in order to serve both the town and its wider hinterland. The Council is undertaking work on a Master Plan for Gainsborough which in due course is anticipated to form the basis for an Area Action Plan to be produced as part of the future Local Development Framework.

GAINSBOROUGH

C9 Gainsborough is the largest town in the District and acts as the principal service centre. It is situated on the eastern bank of the River Trent and is Britain's most inland port dating back to the 6th Century when it was known as 'Gainas'.

C10 In recent times Gainsborough has suffered from a decline in its traditional industries; as a direct result there has been the closure of a number of large factories in the town. The loss of an industrial base for Gainsborough has seen the subsequent deterioration in the fabric of the town that includes some of the housing stock. As a consequence of the physical decay there has been a decline in the social fabric of the town. The result of the physical and social decline of Gainsborough has left a number of sizable vacant previously developed sites around the core of the town. These sites will be looked upon not as a scar on the fabric of the town and a reminder of what was once a thriving industry, but as an opportunity to develop into new businesses or other uses to bring with them investment and jobs.

C11 Gainsborough faces a sizeable regeneration challenge and work has already begun. A good

example of this is the creation of the Riverside Walk and the conversion of Whitton's Mill into an imaginative and high quality social housing scheme. More recently re-development of the former Britannia Works site on Beaumont Street has generated a major retail revival with the new and exciting Marshall's Yard retail and leisure complex within the town centre.

C12 Gainsborough has been identified by The Regional Spatial Strategy for the East Midlands (RSS8) as a priority town for regeneration because of the amount of previously developed land and pockets of deprivation. The Local Plan First Review is looking to set out a clear land use context for this regeneration activity.

C13 Gainsborough has a number of attractive features which are nestling within the town centre itself or on the outskirts. The Grade 1 listed Old Hall, situated on Gladstone Street, is one of the most impressive 15th Century timber built medieval manor houses found within the UK. It has many prestigious historical connections including King Richard III, King Henry VIII and his fifth wife, Katherine Howard.

C14 There are also strong religious connections with Sir William Hickman, who allowed John Symthe his group of separatists to secretly worship in the manor house before leaving on the "Mayflower" to the New World in 1620, and John Wesley, the founder of Methodism. Architecturally, it has changed little over the years and today offers an exciting school's programme to the good quality schools within Gainsborough along with special events and exhibitions, as well as guided and taped tours.

C15 Gainsborough has many religious connections including the Parish Church of All Saints with its eight pinnacled medieval tower.

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This is the only remaining example of an 18th Century 'city church' within Lincolnshire. The United Reform Church of 1896 situated on Church Street pays homage to the Pilgrim Fathers who left for America in the 17th Century. Furthermore, the Friends' Meeting House built in 1704 is an example of Quakerism within Gainsborough.

C16 The Model Railway Club has a scaled down version of the East Coast Main Line from Kings Cross to Leeds Central. There is also the Sands Venue in the Town Centre which caters for live music and the Trinity Arts Centre on Trinity Street which offers a venue for both live music and cinematic performances. Both venues draw in audiences from the wider surrounding area. Gainsborough also has the 'Bend in the River, a contemporary art gallery located on Bridge Street on the riverside.

C17 Gainsborough is reputed to be 'Saint Oggs' in George Eliot's novel, "The Mill on the Floss" of 1860. The now demolished Ashcroft Mill on the Riverside was said to be the model for 'Tulliver's Mill' in the novel.

C18 There is good public transport provision in Gainsborough, with two railway stations well located for many local people to give access to regular services to the north, south, east and west. There is a bus station within the town centre that allows travel to many surrounding settlements and into neighbouring Districts.

C19 The regeneration of Gainsborough will not occur as a result of an overnight transformation. Development projects will need long term input in order for them to be successful. The process has already started and the Council is keen to ensure that this gathers pace by attracting much more development interest in the town. The weekly markets on Tuesdays and Saturdays encourage more people into Gainsborough. The additional

shoppers will in time attract more well-known retailers to locate within Gainsborough particularly through the additional town centre floorspace opportunities presented at the new Marshall's Yard retail and leisure complex.

C20 Gainsborough's prime location on the picturesque River Trent and its close proximity to the Lincolnshire Wolds AONB together with the industrial heritage all indicate that Gainsborough has the potential to become a very desirable place in which to live, work and visit.

GAINSBOROUGH - AIMS & OBJECTIVES

C21 The aims and objectives for the future of Gainsborough are therefore:

- To introduce, implement, encourage and achieve the overall regeneration of Gainsborough by bringing back into valuable use vacant, previously developed land and buildings and by guiding appropriate development to the most suitable sites.
- To encourage high quality and imaginative design with clear guidance regarding the design of buildings, streetscape and open space to be required in the future.
- To complete the regeneration of the Riverside which will be a catalyst to wider regeneration in the town.
- To facilitate heritage-led regeneration activity. By making use of the redundant industrial sites and buildings to create desirable conversions into a number of appropriate uses, taking example from Whitton's Mill and other schemes and by encouraging good design on vacant sites, especially where they affect the setting of an historic building.

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- To ensure an adequate supply of housing with choice and opportunity for all who need a home by allocating suitable sites and ensuring a mix of housing types including an element of affordable housing where needed.
- To redevelop and regenerate areas of housing within the town where vacancy rates are high and the general environment is of poor quality.
- To revitalise the town centre with the encouragement of mixed-use development and the creation of better links to public transport.
- To limit the outward spread of the town onto greenfield sites until, at least, major progress has been made on regeneration of its brownfield potential.

MARKET RASEN

C22 Market Rasen is the second largest of the three Market Towns in the District and stands on the edge of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) in the eastern part of the Plan Area. The Council has commissioned a Strategic Review for Market Rasen to see how all of its policies can positively benefit the town.

C23 As early as the 13th Century the town had an active market place: today there are weekly markets. The local produce and specialty food is easily acquired in the town throughout the year. Market Rasen now caters for the day-to-day needs of a large rural hinterland because of its services and facilities. Therefore, although set in a remote location in terms of proximity to a city or large town, it can sustain the development of

further residential dwellings to increase the population using its shops and other facilities.

C24 Market Rasen has the potential to have an excellent public transport system due to the existence of the railway links to Lincoln and beyond. Market Rasen railway station is very well located being only 5 minutes from the centre of the town. Market Rasen is an ideal location for a rural transport hub focussed upon the station because it lies in the centre of a block of countryside which is 30 miles by 45 miles and has no other railway station. The East Midlands Development Agency and the Council are looking to develop such a transport hub to aid the town's regeneration and to reduce social exclusion.

C25 Within Market Rasen there is a concentration of local people who cannot drive or who do not have access to a car. In rural areas non-drivers seek out the market towns to live in so that they have access to all the services and facilities which they need both within the town itself and a transport network which will take them further afield.

C26 The proximity of Market Rasen to the Lincolnshire Wolds AONB makes it a prime centre for tourism related development. The beauty of the Lincolnshire Wolds can easily be accessed from the town with its variety of services and facilities, which can sustain visitors. There are over 70 Listed Buildings and a Conservation Area contributing to its attraction as a tourist town. The Council is actively developing a tourism-led regeneration project for the town.

C27 The Market Rasen racecourse has been an important feature in the town's history, dating back over 75 years. In 1998 national television returned to the racecourse and raised the profile of the town and attracting new visitors.

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C28 On the eastern edge of the town lies Willingham Woods, which is a perfect setting for walking and cycling. There are many circular cycling routes from Market Rasen which use the National Cycling Route. The Viking Way long distance footpath also passes near the town and runs north to Caistor or east towards Tealby.

MARKET RASEN – AIMS & OBJECTIVES

C29 The aims and objectives for the future of Market Rasen are therefore:

- To increase the railway services through the town to create a frequent and fast public transport service to enable people to travel in a sustainable way.
- To ensure the encouragement of tourism by enabling appropriate tourism - related development to take place.
- To maintain and enhance the town centre to create a viable and attractive range of shops and services to sustain and entertain residents and visitors by encouraging mixed-use development in key service areas of the town.
- To ensure an adequate supply of housing with choice and opportunity for all who need a home by allocating suitable sites and ensuring a mix of housing types including an element of affordable housing where needed.
- To encourage new business development to ensure residents can access jobs in close proximity to where they live and to ensure the economic well-being of the town.
- To maintain and enhance the heritage of the town.

C30 Through continued positive planning these objectives can be achieved to improve the quality of life of the residents and the economic and environmental well-being of the town.

CAISTOR

C31 Caistor is a small market town perched on the edge of The Wolds and is thought to have originated during the early Roman occupation so the historical value of Caistor lends itself naturally to an attraction for its heritage. The Council has commissioned a Strategic Review for Caistor to see how all of its policies can positively benefit the town.

C32 Caistor has a distinct character of its own with a significant number of Listed Buildings in the market town. Its history dates back to Roman times and this is part of its character along with the role it plays as a service centre to the surrounding settlements.

C33 The existing townscape has deteriorated over time but this lack of attention has meant that historical buildings have retained their character and original features. This market town has great potential to be restored to its former grandeur.

C34 Finding suitable sites for new housing in Caistor presents a problem due to the built form of the market town and the topography of the surrounding countryside. Enabling an increase in population is important for the long term development of Caistor to help create the social and economic mass required to let the market town develop and flourish.

C35 The town's centre as a service area is arguably poor. It provides only a small range of shops and facilities to sustain and entertain residents or visitors. Vacant shop units could be better utilised to create a mixed-use centre with

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shops, bars, restaurants and residential accommodation surrounding the existing square. It is this potential that the Council and local residents are looking to capitalize on through heritage-led regeneration.

CAISTOR – AIMS & OBJECTIVES

C36 The aims and objectives for Caistor are therefore:

- To promote the town as a heritage attraction by revitalising the decaying Listed Buildings around the town.
- To facilitate heritage-led regeneration.
- To maintain and enhance the town centre to create a viable and attractive range of shops and services to sustain and entertain residents and visitors by encouraging mixed-use development around the central square in the town.
- To ensure an adequate supply of new housing with choice and opportunity for all who need a home by allocating suitable sites and ensuring a mix of housing types including an element of affordable housing where needed.
- To encourage new business development to ensure residents can access jobs in close proximity to where they live and to ensure the economic well-being of the town.
- To harness the economic potential of tourism-related development.

C37 Caistor needs to see some investment in its heritage to ensure the potential is not being lost. It would bring many of the Listed and other historic buildings back to their former glory, by encouraging their re-use, where appropriate.

There is currently in place a heritage regeneration project, the Caistor Townscape Heritage Initiative, with the aim to do just this.

C38 An improvement in the economic well-being of Caistor may be a catalyst to further environmental improvements not only for the market town centre but for the wider area of the rest of the town as a whole.

CONCLUSION

C39 The Council envisages market towns in which people are happy to live, work and play in a sustainable and safe environment with a thriving economy together with a range and choice of housing and a diversity of leisure, retail and cultural facilities to occupy residents. The aim is to create places where people want to remain living and indeed choose to relocate to from outside of the market town.

C40 In the past the market towns have suffered from the concentration of functions into neighbouring larger centres outside the District, and from local policies which scattered development opportunities into surrounding rural villages. As a consequence, the market towns have lost much of their vitality and viability. The aim of the Local Plan First Review is to reverse the decline suffered by the District's market towns due to loss of industry or competition from larger towns or cities, by regenerating an extensive range of facilities on offer, and enhancing the positive aspects of each town.