

EAST LINDSEY SETTLEMENT PROPOSALS DEVELOPMENT PLAN DOCUMENT

ADOPTED JULY 2018


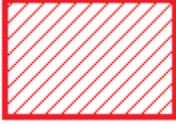
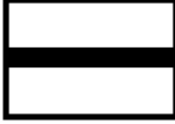



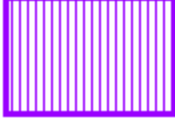

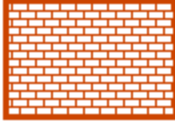




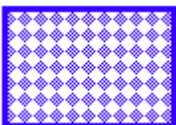











Supporting Economic Growth for the Future



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Key to Settlement Proposals Maps

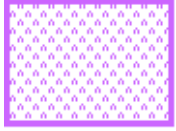
		Ancient Monuments (SP11)		Parish Boundary (Where Applicable)
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Ramsar Site
(SP24)



Special Protection
Area
(SP24)



Special Area of
Conservation
(SP24)

CHAPTER 1 – INTRODUCTION

1.0 The purpose of this document is to provide the site specific element to the Policies of the Core Strategy. The Plan period for this document is 2016 – 2031, together with the Core Strategy these two documents make up East Lindsey District Councils Local Plan. It identifies the sites for housing, employment and Gypsies/Travellers and sets out the key policy area of retail in the Districts towns. Along the coast the document sets out the amusement areas and foreshores.

1.1 It also shows the location of the environmental assets such as open space and sport and leisure facilities that will be protected over the plan period.

1.2 This Local Plan supersedes the 1995 (as amended 1999) East Lindsey Local Plan in its entirety.

How we arrived here

1.3 The Council:

- Gathered evidence from existing and new surveys and studies.
- Commissioned an updated analysis of the Districts future population growth in June 2015 and September 2016.
- Commissioned an updated analysis of the areas Strategic Housing Market Area Assessment in September 2016.
- Surveyed all the sites put forward in the Strategic Housing Land Availability Study and assessed them against an approved set of criteria and carried out a Sustainability Appraisal on each site.
- Commissioned a Water Cycle Study completed in 2016.
- Carried out a consultation on the Strategic Housing Land Assessment Sites in 2012.
- Carried out a consultation on the sites in June/July/August 2016.
- Carried out a Publication Version consultation 30th November 2016 to 25th January 2017.

1.4 *All the documents prepared for the both the Core Strategy and the Site Allocation Document can be found on the Councils website www.e-lindsey.gov.uk/localplan*

Policy Context

1.5 The National Planning Policy Framework sets out a series of core planning principles that should underpin local plans and planning decisions. Central to those principles is delivering sustainable development around the integrated themes of: -

- a strong economy,
- healthy and vibrant communities, and;
- protecting the environment.

1.6 To deliver those aims the NPPF encourages Local Plans to meet the objectively assessed needs of their areas, with sufficient flexibility to adapt to rapid change and, amongst other objectives, they should: -

- allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
- identify areas where it may be necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation;
- identify land where development would be inappropriate, for instance because of its environmental or historic significance;

1.7 In line with the sustainable principles of the NPPF the Core Strategy policies aim to focus new development in locations that offer a range of community facilities and have good access to jobs, key services and infrastructure, away from areas of all types of flood risk.

1.8 To that end it establishes the settlement pattern and the principle of the scale and location, use and form of development and identifies the specific role that the towns and large villages play as providers of the services that will deliver that vision, which is intended to deliver: -

'a network of thriving, safe and healthy and sustainable communities, where people can enjoy a high quality of life and an increased sense of well-being and where new development simultaneously addresses the needs of the economy, communities and the environment'.

1.9 These allocations are intended to enable a continuous delivery of sites until the end of the plan period. The Plan is subject to a review by April 2022 to ensure an adequate supply of housing and to assess the impact of the policy of restraint on the Coast.

1.10 The Core Strategy sets out that there is a requirement to provide sites for 7819 homes from 2017 to 2031. The total of the 7819 homes will be split

between the inland towns and the Coastal Zone. The Coast with a policy of housing restraint because of flood risk will be limited to existing commitments of 1257 homes, leaving approximately 6562 homes to be delivered inland. The Council will carry out a full review of its housing policies with a review being submitted for examination by April 2022.

1.11 The Councils Employment sites review also provides an estimate of future land requirements based on a review of industrial estates (where present) in the towns and large villages using trends based data and an analysis of individual locations.

Sustainability Appraisal and Habitats Regulations Assessment

1.11 The European Directive 2001/42/EC, known as the Strategic Environmental Assessment or SEA Directive, require that certain plans and programmes must undergo an SEA. This includes land use or spatial plans. The Planning and Compulsory Purchase Act 2004 has broadened the scope of this to require a Sustainability Appraisal (SA) for all Spatial Plans.

1.12 The purpose of Sustainability Appraisal is to promote sustainable development through the integration of social, economic and environmental considerations in the preparation of planning policy documents. The process will assess how the development of settlements, and the sites within them, meet and contribute towards the sustainability objectives for East Lindsey and, where there are any conflicts, what mitigation can be introduced to minimise the impacts.

1.13 In order to carry out this appraisal, the settlement proposals have been assessed against the following Sustainability Objectives, which were developed by the Council and which are used to test all its policy documents.

Sustainability Objectives
1. Protect and enhance the quality and distinctiveness of the areas' biodiversity (native plants and animals) and geodiversity.
2. Protect and enhance the quality and distinctiveness of the area's landscapes, townscapes and historic environment.
3. Protect natural resources from avoidable losses and pollution and minimise the impacts of unavoidable losses and pollution.
4. Avoid the risk of flooding (where possible) and fully mitigate against the impacts of flooding where it cannot be avoided.
5. Promote viable and diverse economic growth that supports communities within the district.
6. Prioritise appropriate re-use of previously developed land and minimise the loss of the best agricultural land and greenfield sites.
7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.
8. Increase reuse and recycling rates and minimise the production of waste.
9. Support inclusive, safe and vibrant communities.

10. Ensure that local housing needs are met.
11. Increase energy efficiency and ensure appropriate sustainable design, construction and operation of new developments.
12. Encourage and provide the facilities and infrastructure for “healthy lifestyles”
13. Positively plan for, and minimise the effects of, climate change.

1.14 Another requirement of the appraisal of planning documents is to carry out a Habitats Regulations Assessment (HRA) to protect the integrity of sites protected, at a European level, for their nature conservation importance. The Habitats Regulations 1994, as amended in 2006, require that all land use plans are subject to such an assessment.

CHAPTER 2 – SETTLEMENT PROPOSALS & SITE SELECTION

2.1 This document shows the settlement proposals for the inland towns and large villages. It also shows the coastal towns and large villages. It contains a map of each settlement highlighting the proposed: -

- allocations for housing and employment
- environmentally sensitive areas
- town centres and protected shopping frontages
- Conservation Areas where applicable
- serviced holiday accommodation areas (on the coast)
- coastal protection areas
- Coastal Amusement Centres and Foreshore Areas
- For the coast the map shows existing housing commitments

Information about housing planning permissions/existing commitments is available on the Councils website at www.e-lindsey.gov.uk.

2.2 For each settlement this document also includes a commentary on the settlement itself setting out the range of services and facilities available and a brief review of the settlements character, its location, population, and employment. There is also an overview of infrastructure (access, water infrastructure, education and health) facilities. This will provide guidance to those wishing to develop the sites set out in this document and provide a starting point for any negotiations. Matters which the Council wishes to see positively addressed on individual sites are set out in the policies.

Housing

2.3 The suitability of all the housing sites identified to the Council has been assessed as part of the site selection and allocation process. Each site has been tested against the same criteria firstly based on the Councils Sustainability Objectives and then against any other relevant material planning considerations. The objectives are set out above.

2.4 The key stages in the site identification and selection process have been;

- Site identification through the call for land and review of undeveloped existing allocations. This has established their availability, suitability and achievability.

- Analysis of site constraints e.g. floods risk, ancient monuments, tree preservation orders, listed buildings, etc.
- Access constraints assessment by Lincolnshire County Council
- Site survey
- Information from the East Lindsey Water Cycle Study 2016
- Sustainability appraisal (see above).
- Feedback received during consultation from land owners, interested parties and statutory consultees where applicable

2.5 To assist those wishing to develop in the District each site has its own analysis table. This sets out the suitability of the site in broad planning terms, the potential capacity of the site and any infrastructure or viability matters of note and the potential phasing as known to the Council. The table also shows potential affordable housing contributions based on the policy in the Core Strategy. This will help inform developers of the starting point for negotiations, showing a positive approach to development.

2.6 The starting point for the capacity of each site is the average density for the relevant tier of the Settlement Pattern based on the average of sites already developed. The average densities are;

- Towns – 26 per hectare
- Large villages – 19 per hectare
- Medium villages – 14 per hectare
- Small villages – 12 per hectare

The capacity figure for each site has sometimes been adjusted to take into account site factors.

2.7 Housing sites have not been identified in the coastal zone reflecting the policy of restraint on further housing development to prevent the increase in the number of properties and lives at risk of flooding above the levels needed to maintain current population levels.

2.8 Housing growth inland will be distributed across the inland towns and large villages. Table A below, shows the allocation of housing in each settlement. The figures are not intended as maximum figures.

TABLE A

SETTLEMENT	ALLOC ATION
ALFORD – This is the minimum amount of housing that should be allocated in the Alford Neighbourhood Development Plan	66
BINBROOK	0
BURGH LE MARSH	148
CONINGSBY/TATTERSHALL	417
FRISKNEY	59
GRAINTHORPE	9
HOGSTHORPE	91
HOLTON LE CLAY	314
HORNCastle	0
HUTTOFT	0
LEGBOURNE	23
LOUTH	1204
MANBY/GRIMOLDBY	77
MAREHAM LE FEN	113
MARSHCHAPEL	0
NORTH THORESBy	165
PARTNEY	0
SIBSEY	239
SPILSBY	380
STICKNEY	18
TETFORD	0
TETNEY	47
WAINFLEET	96
WOODHALL SPA	312
WRAGBY	32
TOTAL	3810

2.9 In some villages there are factors which affect the amount of housing that can be accommodated. Some of the large villages are affected by flood risk, some by their character and the impact development will have, some on their location or a combination of factors. These settlements have a lower allocation than the notional housing need.

2.10 Binbrook and Tetford have no housing allocation because they are located in the Lincolnshire Area of Outstanding Natural Beauty (AONB). The majority of the Lincolnshire AONB lies within East Lindsey and it is a valuable part of the District in terms of its green space, nature conservation, landscape value, and the economic contribution it makes through tourism. It was felt that making a housing allocation in this nationally important area would be difficult to justify,

given that the District has other areas outside the AONB to allocate without the same level of impact.

2.11 With regard to Horncastle, no housing allocations have been proposed because the number of existing housing commitments exceeded that needed over the plan period. Huttoft has no housing allocation because the sites proposed were granted planning permission prior to the submission of the Plan. Partney would only have received a very small housing allocation. However, though it remains a large village, it is relatively small in size with its services and facilities spread out beyond the core of the village, an allocation therefore is not considered necessary. For Marshchapel, there are no allocations because of flood risk, there being no suitable sites sequentially available in the settlement.

2.12 In order for the Council to have certainty around the delivery of housing the total amount of housing allocated is over the notional need set out in the Housing Target. The reason for this approach is because inevitably some sites for various reasons will not come forward as anticipated during the plan period. Landowners may on detailed analysis find that sites are not viable or decide not to pursue a site. It is therefore considered appropriate to allow for some additional sites to provide a fall-back during the Plan Period.

2.13 With regard to Spilsby, it is anticipated that a larger combined site of up to 600 homes on the eastern side of the town will start to come forward during the plan period. The Council has been informed by the developer that the delivery of this site will run beyond the plan period at approximately 30 homes per year. This site also provides for the District's additional homes above that allocated and provides a clear direction of growth for the settlement of Spilsby.

2.14 For the coastal area covered by the Coastal Flood Hazard maps the target will be confined to existing commitments¹, which are 1257 homes.

POLICY SP DPD1 - HOUSING

1. The overall District wide housing requirement is 7819 homes for the plan period.

- The requirement will be delivered through existing commitments and allocation of housing on sites in the inland towns and large villages.***

2. The homes which represent the inland housing allocation will be delivered on sites as set out in the following table.

¹ An existing commitment is a site which already has planning permission.

SETTLEMENT	SITES
ALFORD	<i>Alford Town Council are preparing a Neighbourhood Plan and this will set out how the 66 homes and other spatial requirements are to be delivered in Alford over the plan period.</i>
BINBROOK	<i>No allocation</i>
BURGH LE MARSH	<i>BLM305 – Land at Hall Lane BLM313 – Land on the south of Wildshed Lane BLM318 – Land on the south of Station Road BLM320 – Land on the south of Orby Road - The access to the site must be through the adjacent site to the east which has planning permission, this will bring the access closer to services and facilities in the village. The trees to the southern boundary of the site must be retained in order to protect views into the conservation area.</i>
CONINGSBY/ TATTERSHALL	<i>C&T305 – Land off Park Lane C&T306 – Land to the south of Leagate Road C&T311 – Land to the south of Leagate Road - The site should provide an adequate green buffer to the adjoining industrial estate in order to mitigate against any impact on residential amenity. C&T313 – Land on Leagate Farm, Leagate Road</i>
FRISKNEY	<i>FRIS306 – Land to the south of Low Road FRIS316 – Land at Low Road/The Avenue FRIS317 – Land off The Avenue - Development must demonstrate through a scheme which includes a sensitive layout and high quality design so that it does not affect the setting of the listed buildings to the west of the site and the Schedule Ancient Monuments including the moated site to the east, in order to preserve their settings. It should also have regard to the countryside setting to the east. FRIS321 – Land at Burgh Road</i>
GRAINTHORPE	<i>GRA209 – Poors End</i>
HOGSTHORPE	<i>HOG306 – Land at West End</i>

	<p>HOG309 – Land off Thames Street</p> <p><i>Development on the above sites should only take place on the low flood risk areas.</i></p>
HOLTON LE CLAY	<p>HLC206 – Land off Louth Road</p> <p>HLC302 – Land off Church Road</p> <p>HLC303 – Land east of Louth Road</p>
HORNCASTLE	No allocation
HUTTOFT	No allocation
LEGBOURNE	<p>LEG303 – Land off Househams Lane</p> <p>LEG307 – Land off Station Road</p>
LOUTH	<p>LO096 – Land between 7 and 9a Kidgate</p> <p>LO155 – Land to the north of houses on Eastfield Road</p> <p>LO301 – Land to the east of the A16</p> <p>LO302 – Land off Grimsby Road</p> <p>LO305 – Land off Brackenborough Road</p> <p>LO311 – Land to the rear of Chestnut Drive</p> <p>LO312 – Wallis House, Birch Road</p> <p>LO313 – Land to the north of Legbourne Road</p> <p>LO325 – Land off Shearwater Close</p> <p>LO326 – Land off Eastfield Road</p> <p>LO329 – Land off Legbourne Road</p> <p>LO341 – Land off Bluestone Rise</p>
MANBY/ GRIMOLDBY	<p>MAN316 – Land to the rear of the former health centre on the B1200</p> <p>MAN314 – Land to the east of Carlton Road</p>
MAREHAM LE FEN	<p>MLF021 – South of Main Street</p> <p>MLF303 – Land to the rear of the garage, Main Street – Access should be through MLF021 (South of Main Street) with pedestrian access only off Chapel Lane and demonstrate how surface water can be drained from both sites.</p> <p>MLF305 – Moat Farmyard, Watery Lane</p> <p>MLF328 – Land on the south of Main Street</p>
MARSHCHAPEL	No allocation
NORTH THORESBY	<p>NTH307 – Land off High Street</p> <p>NTH308 – Land off the A16 - A well landscaped buffer should be provided alongside the A16 to minimise noise impact from the road and to provide a landscaped screen to the development. The roof tiles of any development should blend in with surrounding</p>

	<p><i>development to mitigate against any impact on the historic Wolds/Marsh setting when looking down from higher elevations. There is the potential for a medieval field system and this will require an archaeological assessment of the site.</i></p> <p><i>NTH313 – Land off the High Street</i></p>
PARTNEY	<i>No allocation</i>
SIBSEY	<p><i>SIB303 – Land to the rear of Sibsey House on the east of the A16</i></p> <p><i>SIB304 – Land to the rear of Tregarthen House, west of the A16</i></p> <p><i>SIB406 – Land to the rear of Page Close</i></p>
SPILSBY	<p><i>SPY302 – Land off Ashby Road - A buffer should be provided between the site and the SNCI to the north to ensure protection for the SNCI.</i></p> <p><i>SPY310 – Land between the B1195 and Ashby Road (eastern side of Spilsby) – Unless the Clinical Commissioning Group has agreed to an alternative location, a doctor’s surgery will be provided as part of the first phase of the development. To ensure provision for this immediate identified need in the town of Spilsby.</i></p>
STICKNEY	<p><i>STK306 – Land to the west of the A16</i></p> <p><i>STK319 – land adjacent to the depot, Main Road - An adequate green buffer should be provided along the boundary with the adjacent depot.</i></p>
TETFORD	<i>No allocation</i>
TETNEY	<p><i>TNY311 – Land west of Humberston Road – access needs to be provided for site TNY320</i></p> <p><i>TNY320 – Land rear of North Holme</i></p>
WAINFLEET	<p><i>WAI 305 – Land off Mat Pitts Lane</i></p> <p><i>WAI 308B – Land off Barton Road</i></p> <p><i>WAI 308 – Land off Barton Road</i></p> <p><i>WAI 401 – Land off Mats Pitts Lane</i></p> <p><i>WAI 407 – Land off Mats Pitts Lane</i></p>
WOODHALL SPA	<p><i>WSP304 – Land adjacent to St Hughes School</i></p> <p><i>WSP314 – Land off Green Lane - A suitably wide green corridor should be provided adjacent to Green Lane suitable for landscaping, walking and cycling, to</i></p>

	<i>ensure that Green Lane remains a rural corridor connecting Woodhall Spa to the open countryside. A detailed odour assessment should be provided to demonstrate no adverse impact on future residents. WSP315 – Garage on Witham Road</i>
WRAGBY	<i>WRA024 – Land at Thornfield and the rear of Louth Road</i>

Employment

2.15 The amount of employment land the District has identified for the 15 year Plan period is set out in the Core Strategy and below. It reflects the trends in take-up over recent years and the possible requirement associated with projected population growth. As the demography of the District and the economy changes it will require constant review to ensure adequate sites are made available. This document therefore allocates the following amounts of employment land.

- Alford – 1 hectare
- Coningsby/Tattershall - 1 hectare
- Horncastle – 5 hectares
- Spilsby –3 hectares
- Louth –14 hectares

2.16 The economy of East Lindsey has several strands. As a rural and coastal district it has a strong agriculture and tourism sectors. In addition the towns (in particular) have a strong commercial and retail role and provide a range of businesses that support the agriculture and tourism sectors and are the main centres of employment along with the nearby centres of Grimsby/Humber Bank, Lincoln and Boston.

2.17 The Plan seeks to support employment opportunities and identifies the need for additional land for employment uses, extending current sites where there is a recognised deficit and this document identifies the proposed direction of travel for this growth where appropriate.

2.18 In the towns this document identifies the town centre areas and where appropriate, the extent of the shopping frontages. Here the Plan aims to promote the viability and vitality of the historic towns

2.19 In Skegness and Mablethorpe as well as the prime retail, office community uses, the Inset Maps also define: -

- Serviced Holiday Accommodation where the Council considers the influence of tourist accommodation is a significant part of their character.

- Foreshore areas which provide core holiday attractions and;
- Holiday amusement areas between the main retail and foreshore areas.

POLICY SP DPD2 – EMPLOYMENT

The Council will allocate land for employment on the sites listed below. These sites should be protected for predominantly uses B1, B2 and B8, excepting those criteria set out in Policy SP13 in the Core Strategy.

EMP LO1 (4.1 ha) - North of Fairfield Industrial Estate, Louth.

- ***The hedges to the site should be retained in order to screen views into and out of the site.***

EMP LO2 (9.9 ha) - West of the A16 and Fairfield Industrial Estate, Louth

EMP CO1 (1.0 ha) - South of existing Coldham Road Estate, Coningsby.

- ***Development will require a comprehensive scheme of landscaping to screen views of the site from 'surrounding' housing sites and public footpaths.***

EMP HO1 (1.5 ha) - To the south west of the existing estate, off Boston Road, Horncastle.

EMP HO2 (3.5 ha) - To the south east of the existing industrial estate off Boston Road and internally via Spratt Close, Horncastle.

EMP SP1 (3.0 ha) - To the south and abutting the existing estate, Spilsby.

- ***Development will require screening along the open southern and eastern aspects to protect the wider views***

Employment land in Alford (1.0 ha) will be allocated in the Alford Neighbourhood Plan.

Gypsies and Travellers

2.20 The Council has undertaken a Gypsy and Traveller Accommodation Assessment in 2016 which assessed the need for Gypsy and Traveller provision within the plan period. That provision comprised of a need both for permanent pitches and transit pitches. The provision of permanent pitches being needed inland whilst the provision of transit provision being needed in or near the Coastal Zone.

POLICY SP DPD3 – GYPSY AND TRAVELLER PROVISION

The Council will allocate land for both permanent and transit Gypsy and Traveller provision on the sites listed below.

- **11 permanent pitches on site GYP/TRA 1, Brackenborough Road, Louth.**
- **Maximum of 18 transit pitches on site GYP/TRA 2, Burgh by Pass, Burgh le Marsh**
- **Maximum of 7 transit pitches on site GYP/TRA 3, Mablethorpe Industrial Estate, Mablethorpe – The site will be subject to an occupancy restriction so that it should only be occupied between the 15th of March and the 31st of October or the following Sunday of each year because of flood risk.**

Environment

2.21 The Plan seeks to safeguard and deliver an identified network of accessible greenspace as part of the wider scheme of environmental enhancement that includes possible links to publicly accessible open spaces.

2.22 By identifying locally important greenspaces on the inset maps, the baseline for establishing these networks will be protected and it provides the information for developers and others, including in Neighbourhood Development Plans to identify opportunities to meet that objective.

2.23 The Plan also identifies local wildlife sites and sites of national importance where they fall within or around a settlement.

Infrastructure

2.24 The Council has broadly assessed the infrastructure capacity in each town and large village. Comments about this are set out in the details of each settlement.

2.25 Whilst there may be some issues with the various Water Recycling Centres across the District and some localised settlement networks, the 2016 Water Cycle Study indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis. The Core Strategy policies have been amended to take into account the recommendations from this study.

CHAPTER 3 – SITE ALLOCATIONS

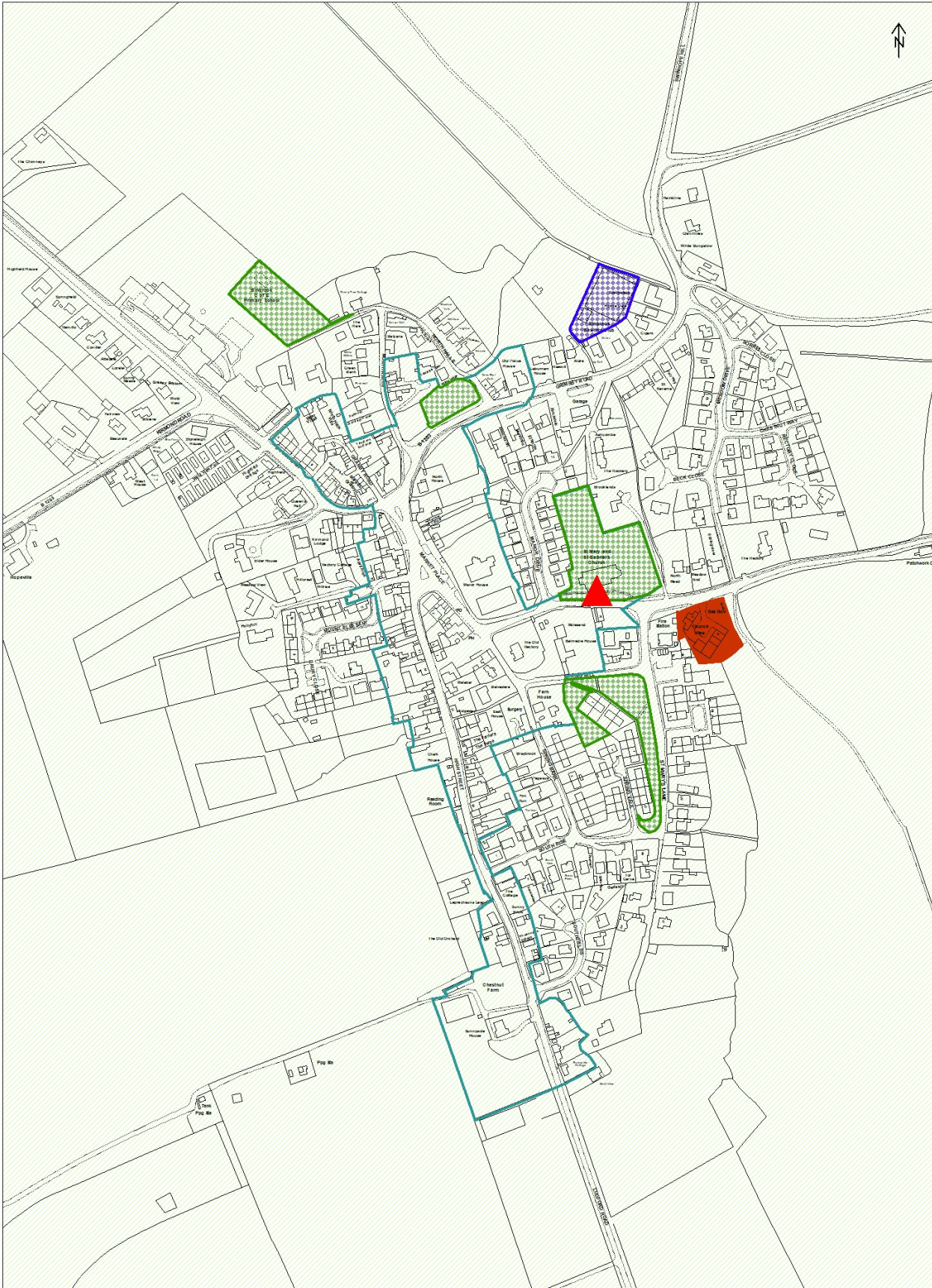
ALFORD

Alford Town Council is undertaking a Neighbourhood Plan and will be doing both site allocations and planning policies. Their proposals map including areas for protection will therefore be set out in their own plan.

BINBROOK

SETTLEMENT	BINBROOK
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Binbrook currently has 2 food shops, a primary school, a doctor's surgery, employment, a large employer, 1 public house, a pre-school facility, a post office, a community hall, a children's play area, 4 other shops, 2 bank cash point, and a place of worship. The village is on mains drainage, it has a sports facility and a cemetery.
Location	The village of Binbrook is set within the Lincolnshire Wolds AONB on the border with West Lindsey. It is not on the strategic road network and is accessed by a series of B and C class roads. It is 8.0 miles from Market Rasen, 10 miles from Louth and 12 miles from Grimsby. It has developed incrementally along a valley and part way up the hillsides around the Church and Market Place. The location of the village in the valley means that careful consideration has to be given to the potential impact on the setting of the village of any development which extends further up the surrounding hillsides. As the largest village in this part of the Wolds it provides a number of key facilities such as shops and a primary school to the village of Brookenby across the border in West Lindsey and the scattered small settlements around.
Character	<p>The built environment is characterised by a variety of styles. In 1993 the Binbrook Conservation Area was designated, this covers the historic core of the village and is characterised by its open market area, older traditional edge of street houses, listed church and manor house and a small number of shops and businesses.</p> <p>The village has a number of open green areas, which complement the views into and out of the village and into the AONB, this also gives the village a distinctive rural character and any new development should take account of this.</p>
Population & Housing	<p>The resident population of Binbrook in 2011 was 892, a fall of 41 on the 2001 figure. Compared to the District averages there are fewer persons in the 0 to 45 age groups in Binbrook and higher than average numbers in the over 45 age groups.</p> <p>The Census records 429 households at 2011 a density of 2.08 persons per household compared to the District Average of 2.24.</p>

	<p>In Binbrook, in 42.2% of homes the head of household is over 65 yrs, (compared to East Lindsey (EL) 37.4%). Seventy-six percent 76.8% (77.9% in EL) of these are owner occupied.</p> <p>Nearly 47% of households in the village are owned outright (EL 42.4%) whilst 11.4% (EL 11%) of homes are social rented properties and there is a lower than average private rented market.</p>
Employment	<p>The 2011 Census indicates that the numbers in employment in Binbrook is broadly in line with the pattern across the District, although there are 3% fewer people in full time employment and 5% more retired persons in the Parish than the District average.</p> <p>In terms of Occupation the Census records 18.1% of 'workers' as employed in professional occupations compared to the 11.6% average for the District. Similarly the types of industry 'workers' are employed in is similar although there is a higher number (7.9%) employed in transport and storage than the average (4.3 %.)</p> <p>There are no major employers apart from the school and the doctor's surgery in the Parish. There is a small employment site in the village which has varying degrees of take up.</p>
Infrastructure	<p>Access – Access to the village is along B and C class roads and public transport links are limited.</p> <p>Water Infrastructure – Using red, amber, green to indicate issues with the water system, overall water resources/supply and wastewater capacity for the settlement achieve a green.</p> <p>Education – Lincolnshire County Council have indicated that there is additional capacity at Binbrook Primary School. Secondary education is available at Louth and Market Rasen.</p> <p>Health – The Council works with the NHS to ensure that capacity is available for health provision. Binbrook surgery has available capacity.</p>
Further commentary	<p>Binbrook is classed as a large village, with facilities and employment opportunities; it is however situated in a more remote part of the District in terms of accessibility.</p> <p>Because of its location in a valley in the Lincolnshire Wolds AONB, the local topography limits growth opportunities at the edge of the village where the roads rise up to the hills and development would have a negative impact on the high quality landscape. There is no brownfield land in Binbrook and much of the land on the edge of the settlement will have the same topographical/landscape impact issues.</p> <p>Because of its location in the Lincolnshire Wolds Area of Outstanding Natural Beauty, the Council has determined not to make an allocation of housing. It is felt that a housing allocation could not pass the three tests laid out in the national planning guidance that there should be robust justification to demonstrate the need for development; assessment of alternatives outside of the AONB; demonstration that mitigation measures can moderate any detrimental effects.</p> <p>Because of the level of its services and facilities the settlement remains a large village, choosing not to make allocations does not change its status in the Local Plan.</p>



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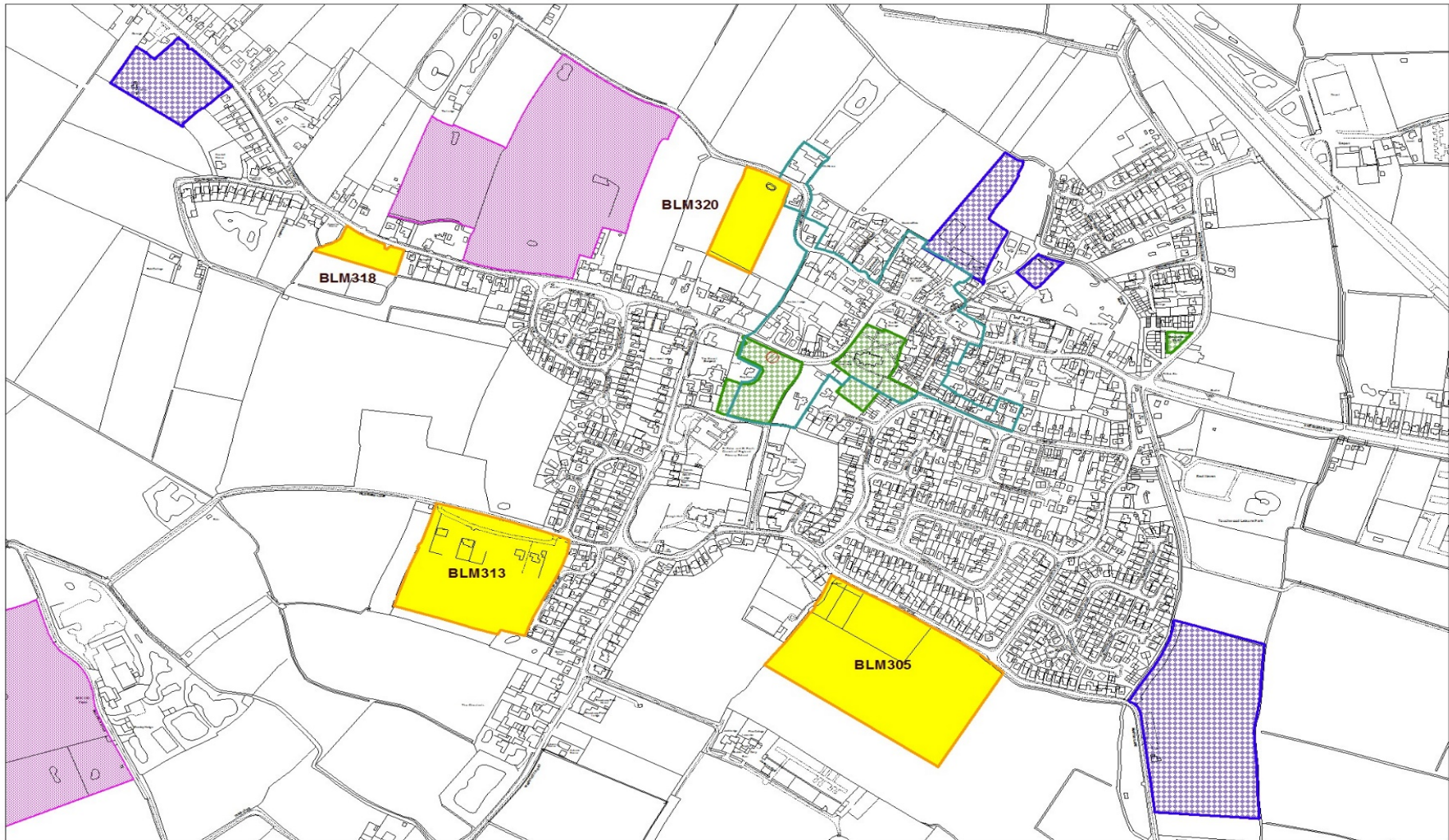
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BINBROOK

BURGH LE MARSH

SETTLEMENT	BURGH LE MARSH
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Burgh le Marsh is a large village with 6 food shops, a primary school, employment and a large employer, 6 public houses, a commuter bus service and preschool facility. The village is on the strategic road network, has a post office, two community halls, a public playing field, two children's play areas, 10 other shops, a cash point and three places of worship. It is on mains drainage, has a doctor's surgery, 5 sports facilities, a petrol filling station and a cemetery.
Location	Burgh lies alongside the main road (A158) between Lincoln and Skegness, which is one of the main holiday routes to the coast. It is 4 miles from Skegness and is on the edge of the area at risk from tidal flooding. As its name implies it lies in (middle) marsh.
Character	<p>Originally defined by a linear pattern with a strong focus around the market square, the Church, windmill and historic burial mound that provide landmarks in the Conservation Area. That pattern was reinforced by the development of the railway nearly 2 miles from the centre and some development towards Skegness. It has become more nucleated since the development of the south eastern quarter between High St and Hall Lane with bungalows in the 1970's giving the village a more urban character. The village was bypassed in 2007.</p> <p>The ancient Cock Hill tumulus is protected as a heritage asset (it is a scheduled ancient monument) and along with the surrounding green space the whole site forms an important feature in the local street scene and should be protected accordingly.</p> <p>The Hollies wildlife site lies to the north of West End and development here would also be detrimental to the countryside setting of this part of the village and views of the listed church and windmill.</p>
Population & Housing	<p>The resident population of Burgh le Marsh in 2011 was 2340, an increase of just 2 persons over the 2001 Census. By comparison, its most significant period of growth, during the 1970's saw the population increase by over 600 people (47.5%) at a time when the coastal fringe became attractive to retirees from elsewhere in the country. This is reflected in the population structure of the village which shows it to have a lower percentage (up to 3%) of people in the 0 to 59 age groups than the District average and higher numbers (3 to 4%) in the 60 plus age groups.</p> <p>The Census records 1119 households and an average density of 2.09 persons per dwelling compared to the District average of 2.24.</p> <p>48% of houses in Burgh are Owned Outright (EL 42.4%) and in 43.6% of these the head of the household is over 65 compared to the average of 37.4%.</p>
Employment	<p>The 2011 Census indicates that the percentage of 16 to 74 year olds in employment in Burgh le Marsh at 60 % is comparable with the District average and this similarity also applies to the split between full and part time employment.</p> <p>Wholesale & Retail Trade repair of motor vehicles 18.3% makes up the largest employment sector locally followed by Health (12.7%), Education (10.2%), Accommodation & food services (9.4%); and these compare to District average. There are however slightly more workers in the</p>

	<p>Professional, Scientific and Technical, and Administrative Services than the average.</p> <p>There are no major employers in Burgh and most of businesses in the parish are small employers with fewer than 5 employees. The school and food packers are the largest in the village but there are opportunities in nearby Skegness.</p>
Infrastructure	<p>Access. The nearby A158 provides good access to facilities in Skegness, and as part of the strategic road network also has the additional benefit of a regular bus service.</p> <p>Water Infrastructure - Burgh is served by the Ingoldmells Water Recycling Centre. Using red, amber, green to indicate issues with the water system, the Ingoldmells facility is a red with it being identified as needing enhancement. Water resource/supply is green.</p> <p>Education. There is a Primary School in Burgh. Secondary education is provided at 2 schools in Skegness, both of these schools have additional capacity. The Council works with Lincolnshire County Council to ensure adequate provision of education services in settlements.</p> <p>Health. Burgh le Marsh has its own GP surgery which is part of a larger group The Council works with the NHS to ensure that health provision is available in settlements.</p>
Further commentary	<p>All the development sites in Burgh le Marsh are 'greenfield', like the majority of the District the village does not have any available brownfield land for development. To the east of the settlement the Coastal Flood Zone flood risk precludes sites.</p> <p>The key issues for the village are the potential impacts that sites may have on biodiversity, landscape and their ability to contribute to building a cohesive community due to their proximity and their relationship to the core of the village.</p> <p>Because the village lies on the edge of the Coastal Flood Hazard Zone, housing growth in the village will assist with housing supply for the coastal zone, allowing for some residents to choose to live outside the Coastal Zone yet still easily travel into Skegness for employment and leisure.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre is required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis. Additional capacity both at the doctor's surgery and primary school can be found through expansion using S106 contributions.</p>



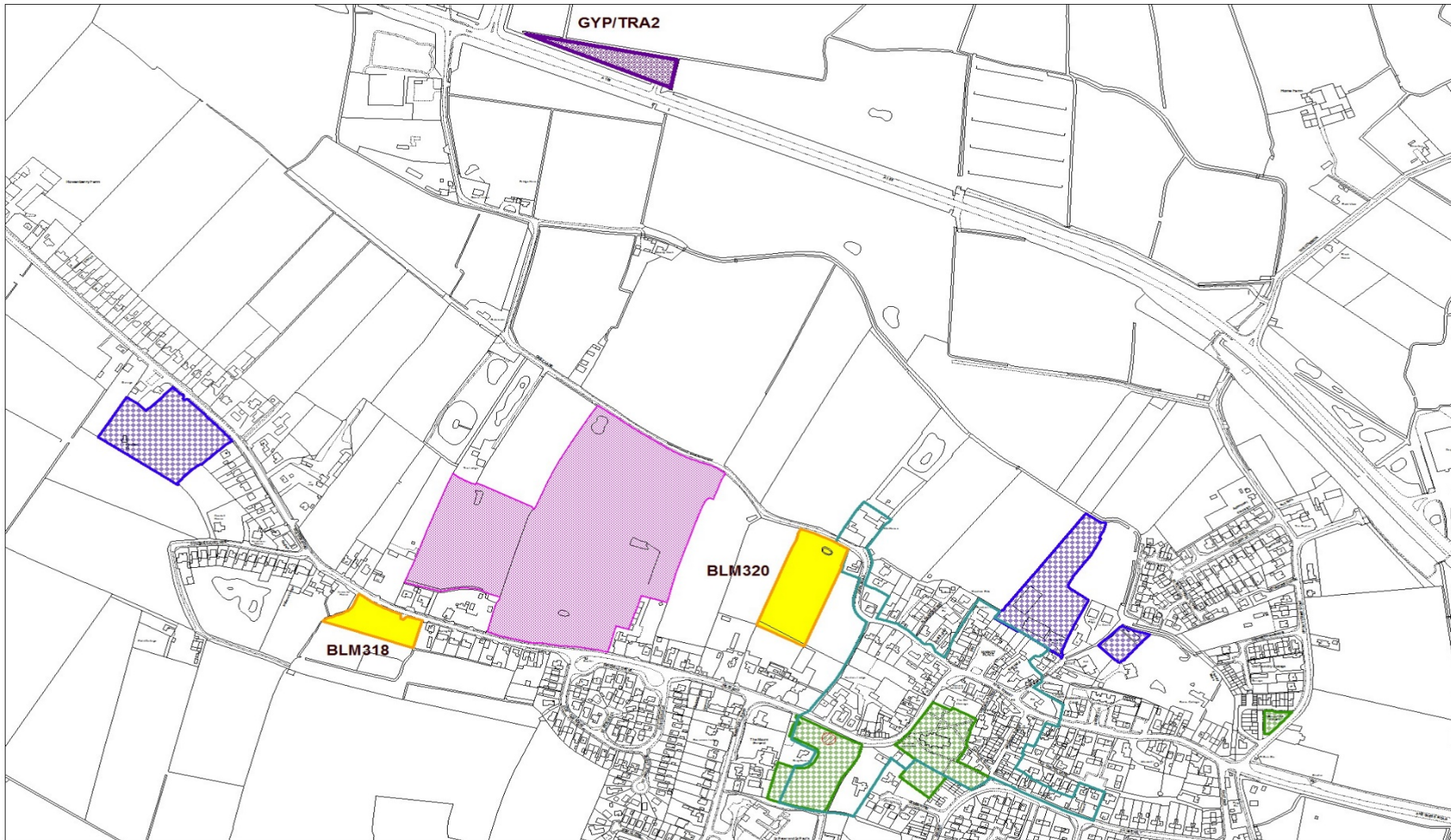
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BURGH LE MARSH



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BURGH LE MARSH

SITE ALLOCATIONS IN BURGH LE MARSH

SITE HAS PLANNING PERMISSION GRANTED 04/05/2016 after the plan period commenced			
Site Reference	BLM305	Promoter: Owner is known to the Council	
Site Location	Land in Hall Lane, Burgh Le Marsh		
Site Description	Agricultural field		
Site Area	5.50 ha	No of Dwellings	Capacity 101 reduced to 97 affordable housing 30% - 28
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. It is close to services and facilities with a footpath in Hall Lane leading into the wider footway network. The site has good boundary treatment and because of this it is reasonably well screened from impact of views of the wider landscape. Part of the site is in agricultural use so landscaping could enhance biodiversity. The remainder of the site has a more parkland feel and may well be host to a variety of species which would be lost through development; this part of the site is likely to be excluded from consideration. The site would not impact on the townscape, however, the site is adjacent to Medieval Burgh Hall but there is a buffer zone so there should not be an impact on its setting or the historic environment. Capacity reduced to provide this buffer zone.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	There are no constraints to viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

SITE HAS PART PLANNING PERMISSION GRANTED 21/4/16 after the plan period commenced for 8 homes.			
Site Reference	BLM313	Promoter: Owner is known to the Council	
Site Location	Land on south of Wildshed Lane, Burgh Le Marsh		
Site Description	Agricultural land		
Site Area	3.37 ha	No of Dwellings	Capacity 62 reduced to 31 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	Yes the site is suitable. The site is outside flood risk, it has no boundary treatment along Wildshed Lane, this would impact on wider views of the landscape but planning permission has been granted on the frontage for housing thus mitigating against any impact. The site is approximately 400m from the school and doctor's and over 800m from other services and facilities. The access for the planning permission on the frontage exits the site opposite the footpath which starts at Linden Drive, and space has been left alongside the planning permission site to land at the rear. The site would not impact on the townscape or historic environment. Capacity has been reduced because of the shape of the site and the need to ensure development does not impact on the character of the village, also permission granted on the frontage of the site for 8 homes.		

Infrastructure	No major infrastructure constraints to the development of the site. There will need to be a short stretch of footway to Linden Drive.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	BLM318	Promoter: Owner is known to the Council	
Site Location	Land on the south of Station Road, Burgh Le Marsh		
Site Description	Agricultural land		
Site Area	0.48 ha	No of Dwellings	Capacity 8
Suitability of the site in broad planning terms	Yes the site is suitable but only for frontage development. The site is not in flood risk. The site is grassed fields with poor boundary treatment along Station Road. This site is only proposed for frontage development, this would block the views to the wider landscape and involve their loss by doing this it would leave the rear of the site with its mature boundary treatment intact and help preserve some of the biodiversity on the site. There is no impact on the townscape. The site may contain some medieval remains and an archaeological assessment will have to be carried out prior to any development taking place. Lincolnshire County Council Archaeology Service has made no adverse comment. It is close to services and facilities with a footpath on the opposite side of the road, there is room to form a footpath on the side of the site.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	BLM320	Promoter: Owner is known to the Council	
Site Location	Land on the south of Orby Road, Burgh Le Marsh		
Site Description	Agricultural land		
Site Area	1.13 ha	No of Dwellings	Capacity 21 reduced to 12
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in an area of high flood risk. The site is a grazed agricultural field with hedging and trees for its boundary, sloping upwards gently towards the south. There is an access directly into the site but it is on a bend in the lane so adjacent to an existing housing so provided access is taken through the site to the east which already has outline planning permission access should be able to be provided. The site fits in with the existing townscape but with regard to the historic environment care will have to be taken due to its location abutting the conservation area and therefore regard must be had to the		

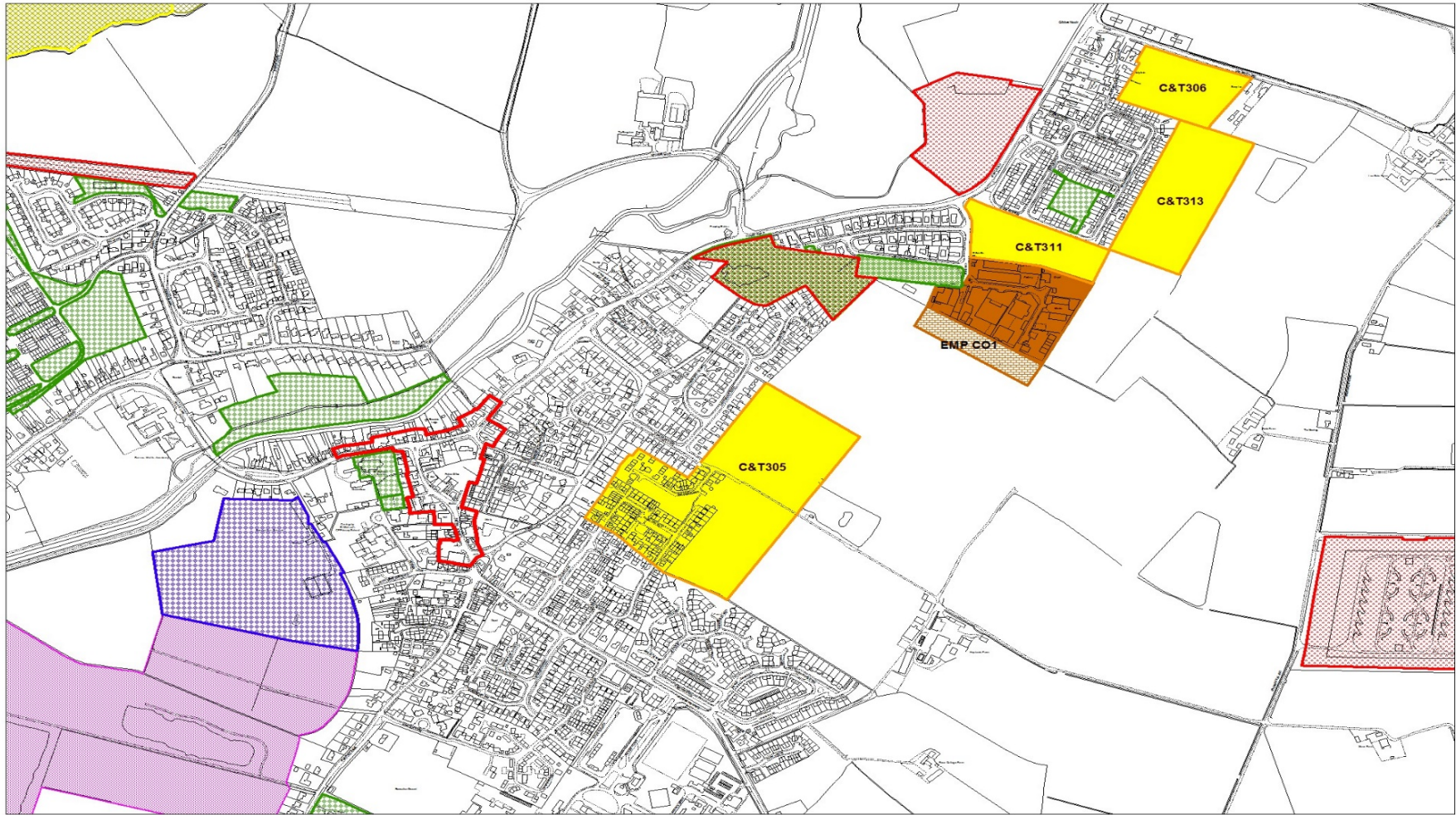
	setting of the conservation area, the retention of the tree belt along the southern boundary of the site will minimise harm to the setting. The site contains a pond in the north eastern corner which will reduce capacity. The same corner of the site also abuts the Burgh le Marsh Conservation Area and so it part of its setting and design should acknowledge this and mitigate against any impact. The site is located close to the village centre which can be accessed on foot via Pinfold Lane which runs along the eastern boundary of the adjacent site. The site is close to the open countryside to encourage healthy living.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	GYP/TRA 2	Promoter: Owner is known to the Council	
Site Location	Land off the Burgh Bypass, Burgh le Marsh		
Site Description	Gypsy/Traveller Site		
Site Area	0.43 ha	No of Dwellings	Capacity maximum of 18 pitches (transit site)
Suitability of the site in broad planning terms	Yes the site is suitable. There is an identified need for transit Gypsy and Traveller pitches in the District. The site is a triangular field corner left over from the construction of the Burgh le Marsh bypass. The land itself is left to grass and is bordered by drains and mature hedges. There may be scope for biodiversity in these features. The site is well screened with mature hedges and although the caravans would be visible from the bypass, there are other uses along the route that are far more dominant and so the site would not be unduly intrusive. There is no impact on the historic environment as the landscaping established when the bypass was built screens site from any assets. The site is on grade 3 agricultural land. Burgh le Marsh has a range of services and facilities, including a doctor, primary school, shops, post office and recreation facilities. However, while this transit site will not be occupied by permanent residents, it is on the opposite side of the bypass from the village. There are public rights of way that lead from close to the site to close to the centre of the village, but this is a 1.7km journey on unlit and mostly unsurfaced route. It is likely that occupants of the site will use private vehicles to access services and facilities.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has indicated that they are willing to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The site has been used already as a Gypsy/Traveller Transit site and it is anticipated that the use will resume when planning permission is obtained.		

CONINGSBY/TATTERSHALL

SETTLEMENT	CONINGSBY AND TATTERSHALL
Description of the services and facilities in the settlement	Coningsby/Tattershall is one of the five inland towns in the District offering a wide range of services and facilities' and providing a hub for surrounding settlements.
Location	<p>Coningsby and Tattershall are located close to the south –west boundary of the District on the A153 strategic route between Horncastle (8m) and Sleaford (11m). A mile north of the town the A153 joins the A155 and provides a link to Spilsby and (beyond) to Skegness for holiday traffic.</p> <p>Just to the east of the settlement the B1192 provides an alternative link to the sub regional centre of Boston (11m) and the south of the County. The town is on the edge of the Fens and the River Witham is located half a mile to the west.</p>
Character	<p>The character of both Coningsby and Tattershall lies in their history. Originally Coningsby was little more than a linear village alongside the River Bain/Horncastle Canal with links south to Boston and the River Witham. Immediately to the south is RAF Coningsby which opened in 1940, this houses the Battle of Britain Memorial Flight and associated museum. The historical association with the RAF draws in tourists to the town along with the listed Tattershall Castle. The development of the airfield has had a significant impact on development in the town since then, the forces housing growth can be seen in its functional design around the two settlements.</p> <p>Whilst they maintain their own distinct characters, historic growth has to all intents and purposes coalesced the two settlements and with their services and facilities taken together they have been counted as a town in the District for a considerable number of years.</p> <p>Coningsby whilst it still retains its historic core, with its listed church, listed public houses and the green space and trees surrounding the church prominent in the High Street, its retail element has spread up Silver Street with some modern development interspersed with the historic environment. Tattershall's core is smaller and more based around its, historic market square, the castle, the church and its associated buildings; these form the core of the Conservation Area. Extensive sand and gravel extraction to the south and west of the village have left their own legacy with the former pits now providing for a variety of leisure activities.</p> <p>Newer development has seen both settlements expand with the construction of several housing estates creating a more urban character to the peripheral parts of the town.</p>
Population & Housing	<p>The 'local' population of the town is difficult to establish due to the presence of service personnel and their families some of whom remain after their service is finished. It is also subject to the impacts of national policies. Between 2001 and 2011 the population increased by nearly 27% as the town has expanded such that it is now the 3rd largest of the inland towns with a population of 6698.</p> <p>Some indication of the impact that the RAF has on the area can be seen in the population structure. With over 83% of the population in Tattershall being under 60, (Coningsby 79%) compared to the average of 44% for East Lindsey as a whole and 66.4% across the remaining towns.</p>

	<p>In terms of the average persons per household (2553) this equates to 2.62 pph compared to the District average of 2.24 persons.</p> <p>In common with most of the towns in the District home ownership levels in Coningsby and Tattershall (jointly, 30.7%) are lower than the average of 42.4%. The figure for Coningsby is 35.6% and for Tattershall it is just 24%. There are similar proportions of houses with mortgages (30% and 33% respectively) and, both are higher than the 26.8% average.</p> <p>The town also has a much higher level of privately rented properties than the average (10.8% compared to 2%) and this is attributed to the 'service' accommodation.</p>
Employment	<p>The Census of 2011 indicates that 73% of people between 16 and 74 (employment age) were in employment. This compares to the District average of 60.8%.</p> <p>Of those in employment, 46% were employees in full time employment compared to the average of 30%; and the proportions of part time employees were 14.1% and 14.3% respectively. The town has fewer self-employed workers and significantly fewer people in the retired and economically inactive category (27%) than the 'norm' 39.2%.</p> <p>RAF Coningsby is a major employer locally and service personnel and civilian staff live in both parts of the town and further afield.</p> <p>The Coldham Road Industrial estate in Coningsby and the secondary school (Academy) are other notable employers. There is however, limited vacant space at Coldham Road to accommodate new or expanding businesses, and although the diversity they would bring would benefit the economy, in recent years there has been limited developer interest.</p> <p>Notwithstanding this a further area of employment land is identified as a direction of employment growth at Coningsby to meet potential need in the future.</p>
Infrastructure	<p>Access. The town has good access to the strategic road network and the wider range of facilities available in the sub regional centre at Boston.</p> <p>Water Infrastructure - The settlement is served by the Coningsby Water Recycling Centre. Using red, amber, green to indicate issues with the water system, the Coningsby facility is a red with it being identified as needing enhancement. Water resource/supply is green. Flood risk emanating from the River Witham and the River Bain affects parts of the area.</p> <p>Education. There are 3 primary schools locally. There is a secondary academy in Tattershall with capacity to serve additional pupils and a Grammar School in Horncastle which has no additional capacity.</p> <p>Health. There is a GP Surgery at Coningsby. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p>
Further commentary	<p>For the purposes of planning, Coningsby and Tattershall are considered together. The capacity for further growth in the settlement is constrained to the west by flood risk and the old sand and gravel pits, and the RAF site forms a barrier to the south. Due to the size of Coningsby and Tattershall most of the sites are close to services and facilities.</p>

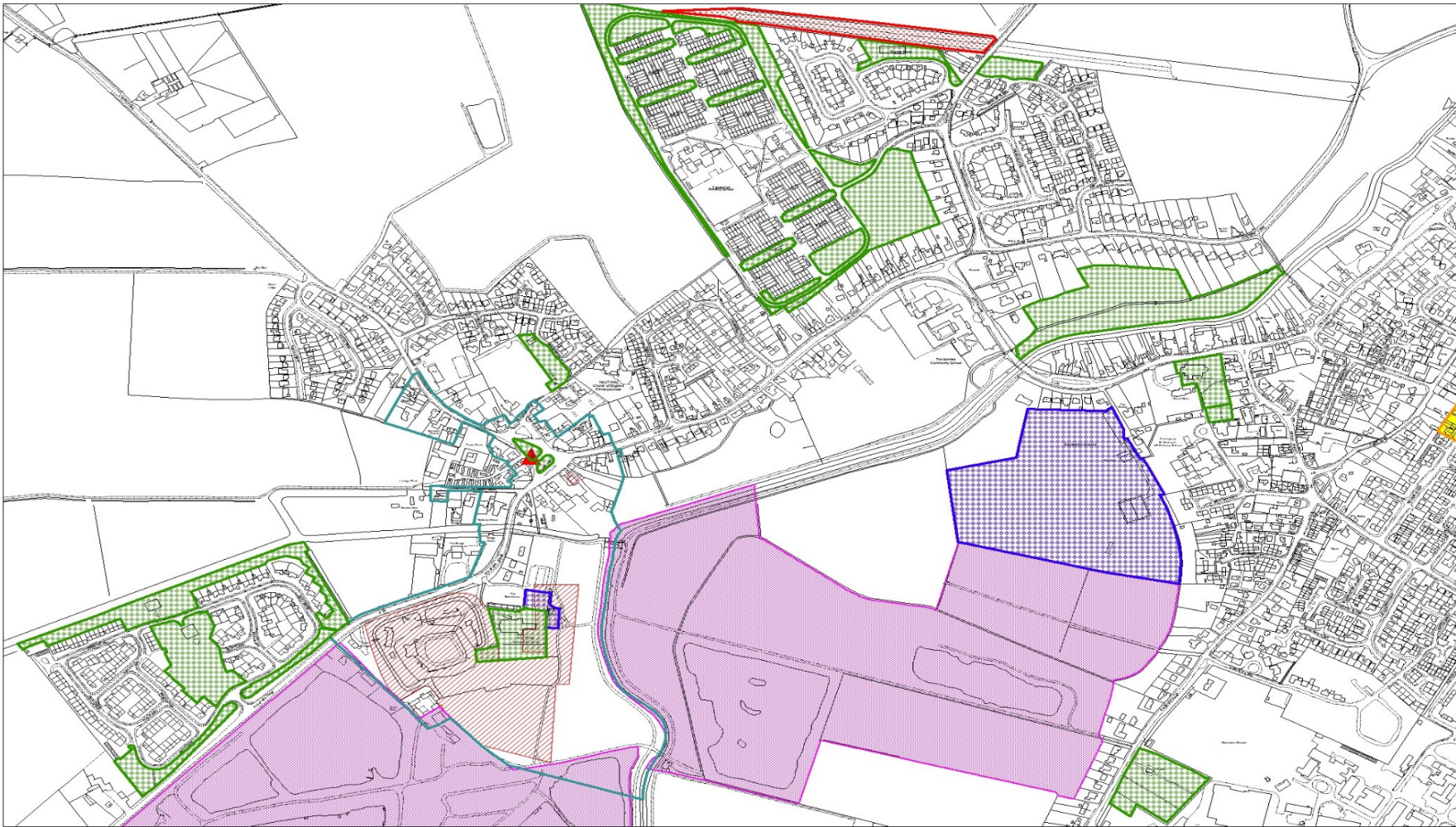


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CONINGSBY/TATTERSHALL

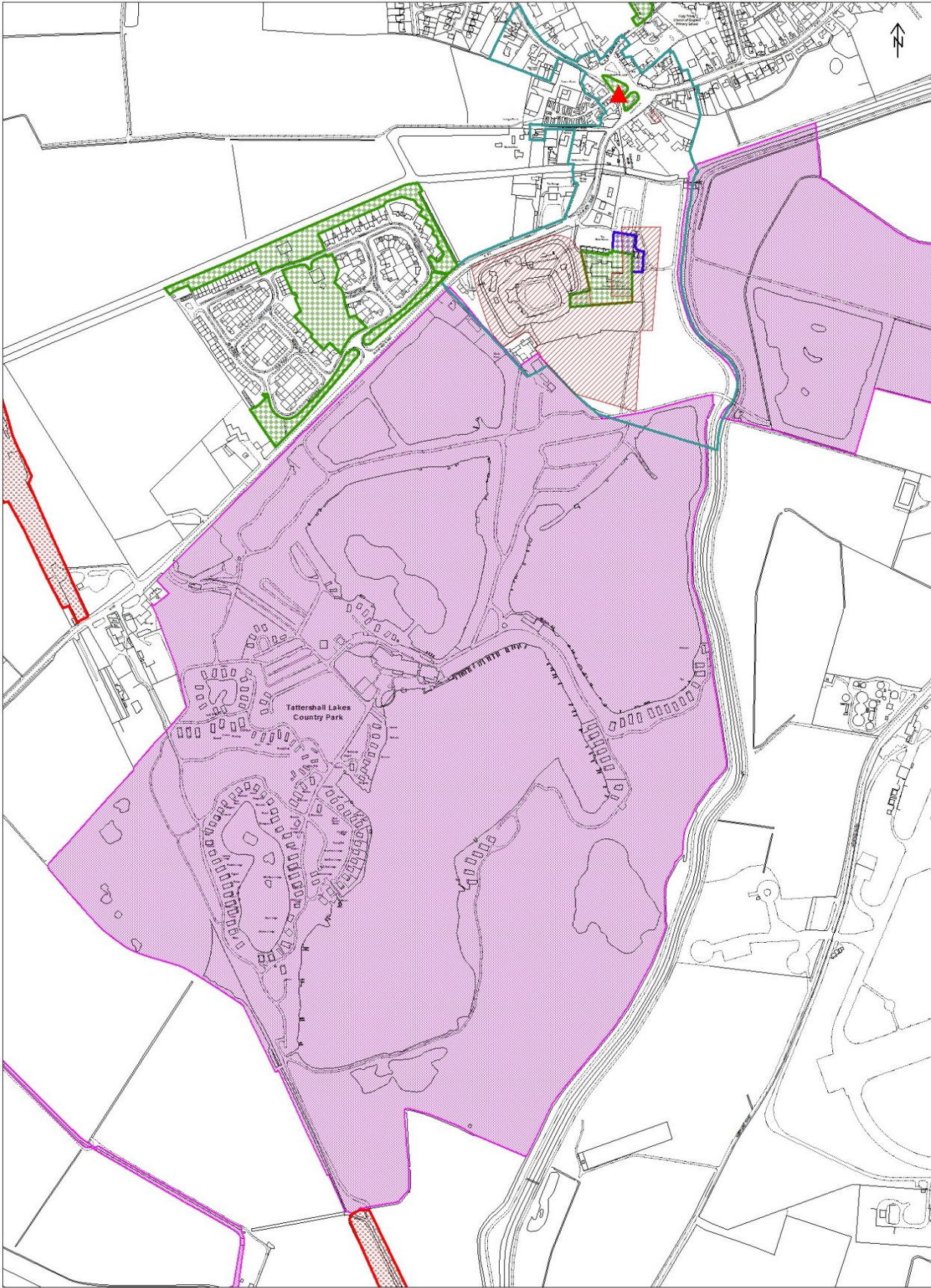


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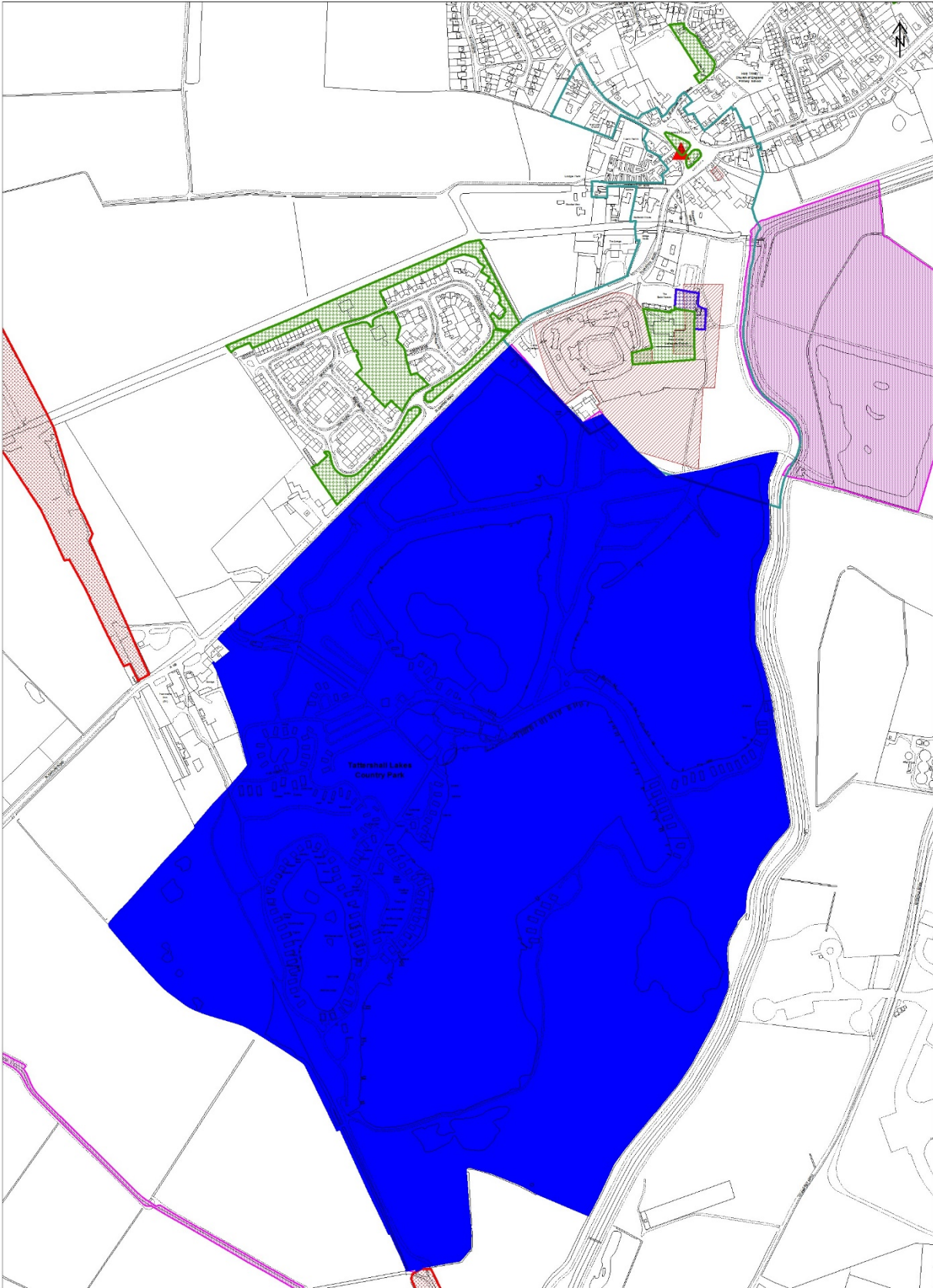
CONINGSBY/TATTERSHALL



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CONINGSBY/TATTERSHALL



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CONINGSBY/TATTERSHALL

SITE ALLOCATIONS IN CONINGSBY/TATTERSHALL

Site Reference	C&T305	Promote: Owner is known to the Council	
Site Location	Land off Park Lane, Coningsby		
Site Description	Agricultural land		
Site Area	12.41 ha	No of Dwellings	Capacity 286 reduced to 220 Potential affordable housing 30% - 66
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site comprises a field with very sparse boundary treatment. The site is screened from wider views but surrounding development and will be most visible in views from this development and the public footpath along the northern boundary. There is no impact on the townscape it is a natural extension to the built environment. There is no impact on the historic environment. The site is reasonably close to services and facilities and there is a footpath connection; it will be required to provide a comprehensive range of green infrastructure. There is already development occurring on part of the site and access can be formed off that. There is a footpath which runs down the side of the site which could encourage walking. Capacity has been reduced because planning permission has been granted on part of the site.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	There are no constraints to viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

Site Reference	C&T306	Promoter: Owner is known to the Council	
Site Location	Land to the south of Leagate Road, Coningsby		
Site Description	Agricultural Land		
Site Area	2.20 ha	No of Dwellings	Capacity 57 Potential affordable housing 30% - 17
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a field with very sparse boundary treatment. The site is open to the south with wider views and there would be an impact on the wider landscape. There is no impact on the townscape and no impact on the historic environment. The site is not that close to services and facilities and there is no footpath on either side of Leagate Road, though there is room to create one. An access can be formed onto Leagate Road.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

Site Reference	C&T311	Promoter: Owner is known to the Council	
Site Location	Land to the south of Leagate Road, Coningsby		
Site Description	Agricultural Land		
Site Area	2.07 ha	No of Dwellings	Capacity 54 reduced to 44 Potential affordable housing 30% - 13
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a field with open boundaries, to the south is the Coningsby Industrial Estate and the north housing development. The site is quite well enclosed and would not have an impact on wider views. There is no impact on the townscape it is a natural extension to the built environment in this part of Coningsby. There is no impact on the historic environment. The site is quite close to services and facilities and there is a footpath connection. The site will have to provide a green buffer to the adjoining industrial estate so this could provide green space and could link to the adjacent Local Nature Reserve at The Pingle to the benefit of biodiversity. There is a public footpath adjacent to the site which could encourage walking. Capacity reduced to incorporate a buffer to the industrial estate.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is unknown anticipated at the end of the plan period.		

Site Reference	C&T313	Promoter: Owner is known to the Council	
Site Location	Land on Leagate Farm, Leagate Road, Coningsby		
Site Description	Agricultural Land		
Site Area	3.77 ha	No of Dwellings	Capacity 96 Potential affordable housing 30% - 28
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a field with sparse boundary treatment. The site is open to the south with wider views and there would be an impact on the wider landscape. There is no impact on the townscape or on the historic environment. The site is reasonably close to services and facilities if accessed through the adjacent housing development which would provide footpath access. If not, the site is remote from services and facilities. There is no footpath on either side of Leagate Road, though there is room to create one. An access can be formed onto Leagate Road through C&T306 which is in the same land ownership.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

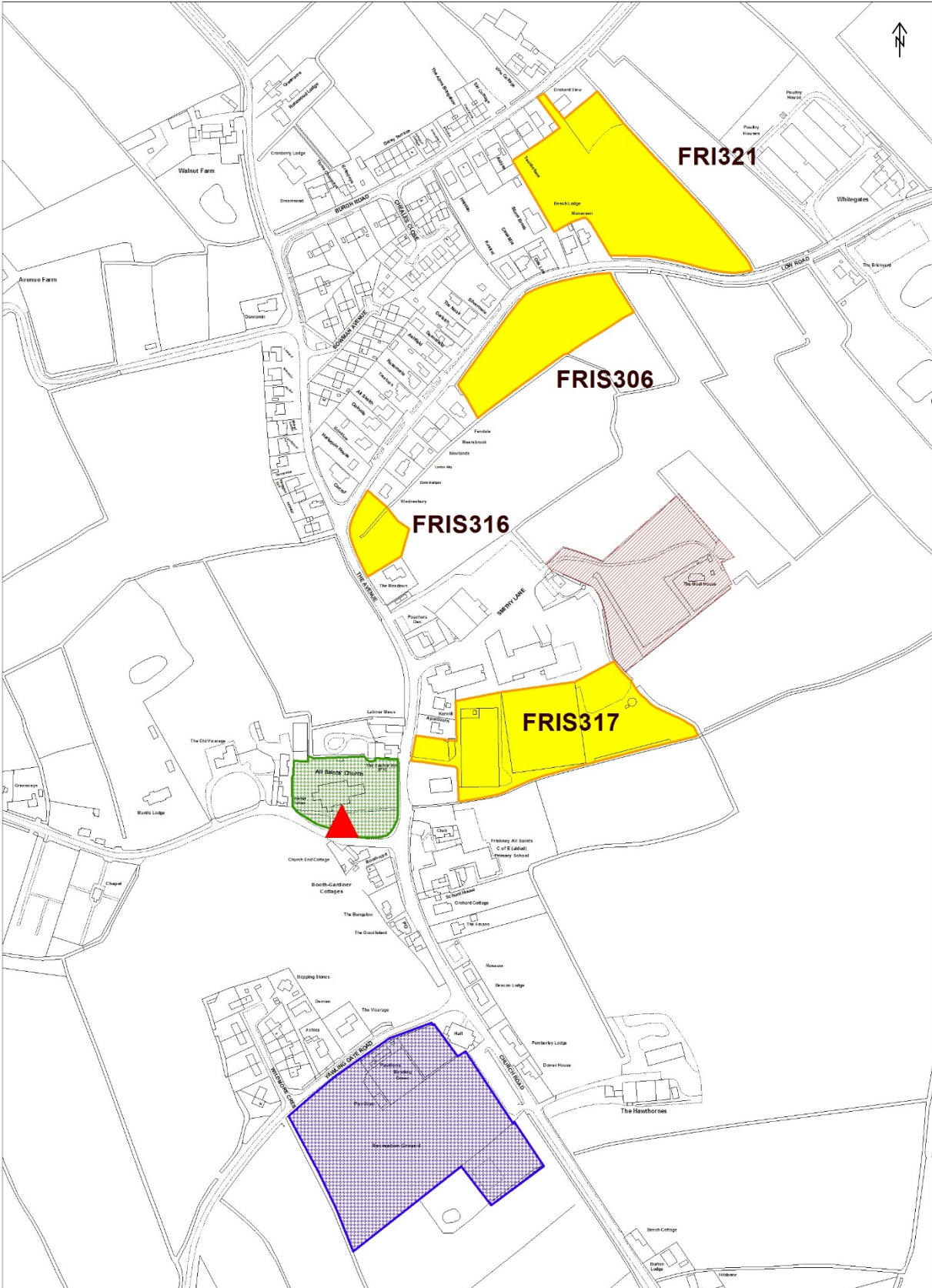
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Site Reference	EMP CO1	Promoter:
Site Location	South of existing Coldham Road Estate	
Site Description	Agricultural Land	
Site Area	1.0ha	
Suitability of the site in broad planning terms	The proposed allocation lies adjacent to the existing industrial area and would be served by the estate road, and/or would provide the opportunity for existing businesses to expand their premises. The site does not intrude significantly into the open countryside and is located away from residential areas, avoiding any conflict in amenity terms. However, because of the flat, open character of the area, any development will require a comprehensive scheme of landscaping to screen views of the site from 'surrounding' housing sites and public footpaths. The site is not within the identified flood zones. However, the extension extends close to the 'Pingle' Local Nature Reserve and, the potential for negative impacts from future businesses on the biodiversity of that area will need to be considered.	
Infrastructure	There are no major infrastructure constraints to the development of the site.	
Deliverability of the site	The site would appear to be deliverable.	
Viability of the site	There are no viability constraints that the Council is aware of.	

FRISKNEY

SETTLEMENT	FRISKNEY
Description of the services and facilities in the settlement –	Friskney has a wide range of services and facilities including a food shop, PO, and cash point. There is a large employer in the parish, a primary school and pre-school facility, a good range of sports and play areas and a pub.
Location	Friskney is located in the Fens and lies approximately 10 miles from Skegness and 14 miles from Boston alongside the main A52 coast road. The settlement is 3 miles from the coast and although most of the village including the core is not affected by coastal flood risk it is an issue. There is an extensive drainage network around the village; future development will have to take account of this.
Character	<p>Much of the settlement is linear in nature and is spread out along a series of roads around and between a number of junctions. Three elements have been identified; these are Friskney village, Eaudyke and Fold Hill. Eaudyke to the west stands apart from the main body of the village it has a linear pattern of development which stretches for nearly 2km along Eaudyke and 1km along Chapel Lane. Originally a series of scattered small holdings and associated farm buildings this area has seen some infilling with residential properties (often bungalows) and some large agricultural/horticultural buildings.</p> <p>Fold Hill is dominated by bungalows; it has built up around a cross roads and lies to the south of the village separated by a stretch of open countryside and the village playing fields. Both Eaudyke and Fold Hill are very rural in character and look to the main village for services and facilities.</p> <p>Friskney village is a loose cluster of buildings around the church, primary school and, just to the north the main concentration of dwellings where previous plans/developments have seen a concentration of residential growth.</p>
Population & Housing	<p>The 2011 Census records a population of 1563 persons, an increase of 100 (7.6%) over the 2001 figure. The age structure of Friskney is broadly similar to that of the District although there were a slightly higher proportion of 0 to 9 (9.3% compared to 8.9%) and 10 to 19 year olds (12% to 10.8%[EL]); there were around 0.4% more in the 20 to 59 and 60 to 74 age groups but 2.3% fewer over 75s.</p> <p>At 2011 there were 652 households with an average of 2.4 persons compared to the District average of 2.24 pph.</p> <p>At nearly 68% the number of houses in Friskney that are owned or being bought with a mortgage is just below the average. It also has a smaller number of households, where the head is over 65 (34.8%) than the average of 37.4%, and a smaller number of these are owner occupied.</p> <p>There is however a higher percentage (15.4%) of over 65s in affordable houses and a higher number of affordable homes (16.3%) than the average of 11%.</p>
Employment	At 2011 the Census recorded that 53.7% of the working age population were employed. This was 1.3% fewer than the average and of these nearly 3% fewer were employed part time and 2.4% more were self-employed. The main employment sectors of residents, (with District comparisons) were the wholesale and retail trades 22.1% (EL 17.5%),

	<p>health and social work 12.6% (EL 13.2%), agriculture 12.3% (EL 4.5%), education 8.2% (EL 9.6%)</p> <p>This shows that there are marked differences in employment levels in some sectors and, given the character of the area the importance of the agriculture sector is not surprising.</p>
<p>Infrastructure</p>	<p>Access to Skegness via the A52 is good and there is a commuter bus service to those centres. There is no shopper's bus.</p> <p>Water Infrastructure - is served by its own Waste Recycling Centre. Using red, amber, green to indicate issues with the water system the settlement is a green. The Witham Fourth District Internal Drainage Board has stated that all sites pose issues with regard to the disposal of surface water and that the drainage infrastructure is at or near capacity. With regard to this issue the legislating of sustainable urban drainage (SUDs) through the planning system should resolve this and means that any sites coming forward in the settlement will have to provide a suitable SUDs scheme.</p> <p>Friskney has a primary school with capacity to meet perceived future need. Secondary education is available in Skegness and Boston.</p> <p>There is no GP Surgery in Friskney.</p>
<p>Further commentary</p>	<p>Friskney is a large settlement that has developed around three points. The 'village' core containing the Church and School comprises the largest element. To the south Fold Hill, and to the east Eaudyke are 'off-shoots' with more linear patterns of development extending into the open countryside and are more remote from services and facilities. As a consequence access is a constraint on their ability to create vibrant communities and would not contribute to minimising the effects of climate change.</p> <p>With this in mind the Plan seeks to promote development around the existing core of the village and will look to develop sites in that part of Low Road and the Avenue that will further consolidate the core.</p>



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Scale 1:3000

FRISKNEY

SITE ALLOCATIONS IN FRISKNEY

Site Reference	FRIS306	Promoter; Owner is known to the Council	
Site Location	Land to the south of Low Road, Friskney		
Site Description	Agricultural Land		
Site Area	0.86 ha	No of Dwellings	Capacity 18 reduced to 10
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk on the EA hazard maps. The site is a field with hedges and trees for the boundary treatment but open to the frontage with a drain along the road frontage. The site has been reduced to frontage only, to fit in with the pattern of development in this area. The southern boundary is quite strong but due to a sparse boundary to the east (facing the open countryside) and the open frontage, there would be a small impact on the wider landscape looking towards the village along Low Road, but this would be broken up by hedges and trees. With regard to the townscape, development has occurred along Cranberry Lane and Low Road in this part of the village and the separate clusters of the built environment are now merging together. There is no impact on the historic environment. The Council's Conservation Officer has established that there is no impact on the setting of the listed Church or nearby moated site. The site is Grade 2 agricultural land. The site is reasonably close to services and facilities and there is a footpath on the opposite side of the road, there is room to create a footpath on the side of the site but this would have to be extended 150 metres along Low Road to meet up with the existing footway. Vehicle access can be formed onto Low Road.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

Site Reference	FRIS316	Promoter: Owner is known to the Council	
Site Location	Land at Low Road/The Avenue, Friskney		
Site Description	Agricultural Land		
Site Area	0.21 ha	No of Dwellings	Capacity 4 reduced to 3
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk on the EA hazard maps. The site is a field with hedges, a small stand of trees where the Low Road meets the Avenue and Church End, and quite an open boundary along Church End and the eastern boundary to the open countryside. There is also a drainage ditch that runs through the field. Landscaping would be needed as part of the development, however, the site is very small and it is unlikely to significantly improve the biodiversity. There would not be an impact on the wider landscape because views beyond the site are blocked by development and trees. With regard to the townscape, development has occurred along Low Road, Church End and the Avenue in this part of the village and the separate clusters of the built</p>		

	environment are now merging together. The Councils Conservation Officer has confirmed that there is no impact on the historic environment. The site is Grade 2 agricultural land. The site is reasonably close to services and facilities and there is a footpath side of the site on Low Road. There is a bus stop adjacent to the site. An Access can be formed either on Low Road or Church End.
Infrastructure	No major infrastructure constraints to the development of the site. There is a maintained watercourse 500m (approx.) to the east and this could accommodate attenuated discharge.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.

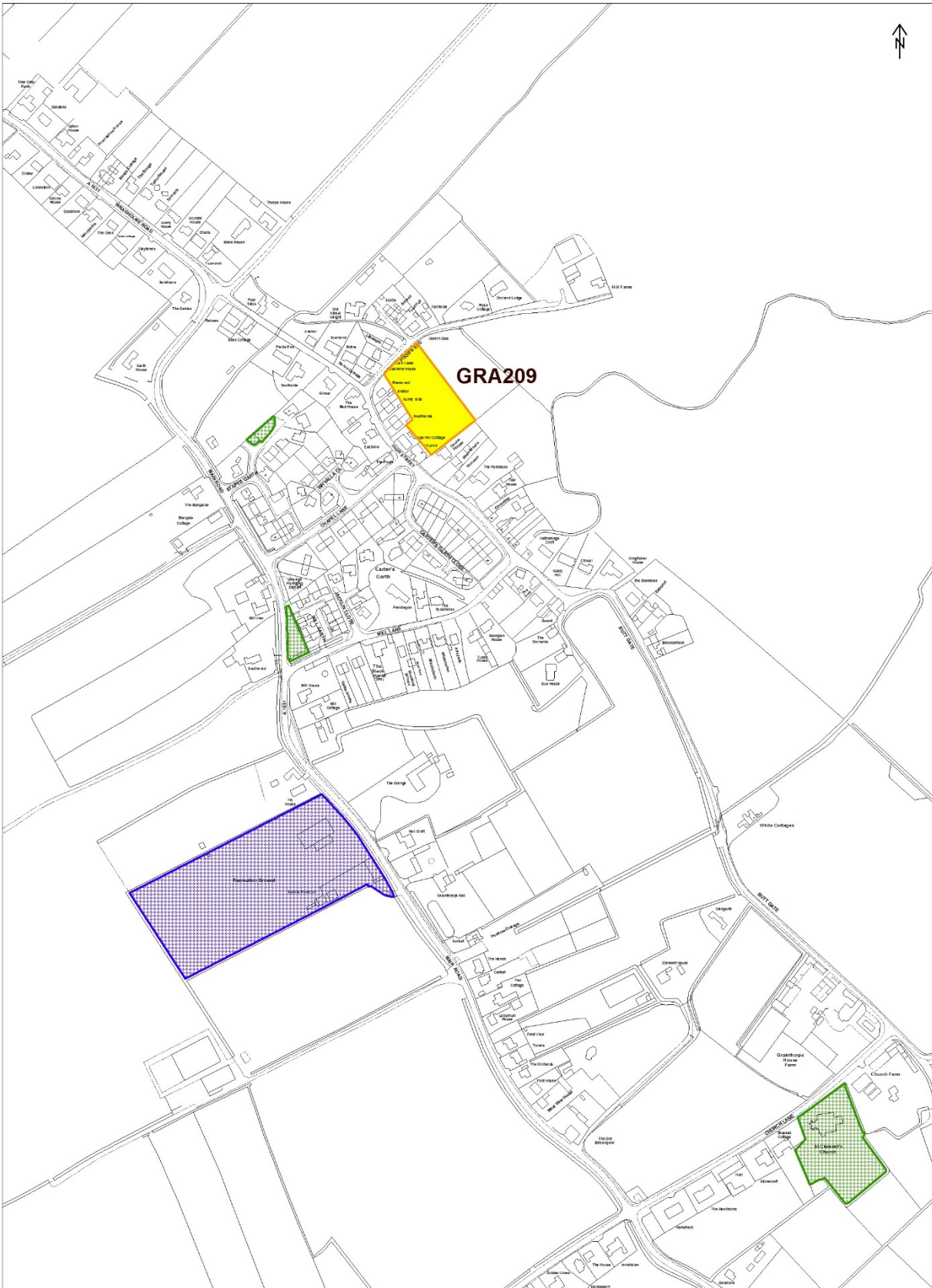
Site Reference	FRIS317	Promoter: Owner is known to the Council	
Site Location	Land off The Avenue, Friskney		
Site Description	Disused glasshouses		
Site Area	1.56 ha	No of Dwellings	Capacity 29 reduced to 26 Potential affordable housing 30% - 7
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk on the EA hazard maps. The site is open at the front with a disused farm building at the rear and glasshouses which are not now required. The site is presently brownfield and development could increase biodiversity on the site. There would not be an impact on the wider landscape because views beyond the site are blocked by development. With regard to the townscape, this is in the centre of the village and there would be no effect on the townscape. The site is opposite the pub and a house which are historic buildings, though not listed and the war memorial, which is in the grounds of the grade I listed church; the site is adjoins a Scheduled Ancient Monument, though this is screened. A sensitive approach to site layout and high quality design of development would be expected as part of any proposal. Care will have to be taken through the design to reduce impact on its historic assets and good design should mitigate against any impact on the historic environment and given that the site would be set back from the road by virtue of its access there would be minimal harm to the setting of the listed building. This could be further mitigated against by planting the site and generally development will tidy it up. The site is brownfield land. The site is close to services and facilities and there is a footpath alongside the site leading to the village centre, the school is adjacent to the site. There is a public footpath running down the southern boundary of the site which could encourage access into the open countryside to the east.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

Site Reference	FRIS321	Promoter: Owner is known to the Council	
Site Location	Land at Burgh Road, Friskney		
Site Description	Agricultural Land		
Site Area	1.59 ha	No of Dwellings	Capacity 30 reduced to 20 Potential affordable housing 30% - 6
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk on the EA hazard maps. The site is open at the front along Low Road with other boundary treatments being sparse hedging, trees and development; there is a deep drainage ditch along the eastern boundary and a shallower one along Low Road. There would not be an impact on the wider landscape because there are some strong boundaries away from the site. Development along Burgh Road also blocks view of the site from here. The site would be prominent when viewed from Low Road closer to the village as the boundary treatments are very poor immediately adjacent to the site. However, it would be no more intrusive than existing development in this area and suitable design and landscape could, in time, reduce the impact. With regard to the townscape, development has occurred along Cranberry Lane, Low Road and Burgh Road in this part of the village and the separate clusters of the built environment are now merging together. This site lies alongside existing development. There is no impact on the historic environment. The site is Grade 2 agricultural land. The site is reasonably close to services and facilities though it is starting to move out toward the countryside. The access onto Burgh Road is inadequate for vehicles and cannot be widened but it could be used as a pedestrian access because Burgh Road has a footpath. The vehicle access would have to be onto Low Road, which is starting to get narrow and rural, it would be satisfactory as long as it was near the starting point of the site. The footpath along Low Road does not continue to the edge of this site and in order to provide a footpath, intervening areas of land would be needed, which are in private ownership. Capacity reduced to reflect the drain on the eastern boundary.</p>		
Infrastructure	No major infrastructure constraints to the development of the site, however due to its proximity to Friskney Water Recycling Centre this site will require an odour assessment to be provided during the determination of any subsequent planning application. This area is served by a Witham 4 th Drainage Board maintained watercourse on its eastern boundary and to which Byelaws apply. The watercourse could accommodate an attenuated discharge		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period as stated by the landowner.		

GRAINTHORPE

SETTLEMENT	Grainthorpe
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Grainthorpe is a large village on the strategic road network with a food shop, a primary school, a large employer, 1 public house, a commuter bus service, a post office, 1 community hall, a playing field, a children play area, 1 bank cash point, 2 places of worship. The village is on mains drainage, it has a sports facility, and a cemetery.
Location	The village lies approximately 11 miles from Grimsby and 12 miles from Louth in the coastal marsh.
Character	<p>Much of the village has a linear pattern which is spread along the Wragholme Road/A1031 coast road. This pattern is broken at the double bends where a core of growth has developed around two small estates; this has created an almost urban feel to this part of the village. Both the school and the church are at the southern end of the village on Fen and Church Lane and stand apart from much of the village.</p> <p>Significant areas of Grainthorpe and the loose collection of properties that form part of the wider settlement lie within the 'Danger for Most' area as defined by the Coastal Flood Hazard Maps and further development in these areas should not be supported. However, part the village lies on the edge of the Coastal Hazard area and there are parcels of 'little or no risk' to the north of the core area of the village where the potential for development may exist subject to more detailed assessment and subject to site specific flood risk assessments.</p>
Population & Housing	<p>The resident population of Grainthorpe in 2011 was 749, a fall of 53 on the 2001 figure. The age profile of Grainthorpe is broadly comparable to the overall picture for the District.</p> <p>The Census records 309 households in 2011 equating to a density of 2.42 persons per household - compared to the District Average of 2.24, suggesting a better balanced age structure.</p> <p>In 34.6% of households, the head of the household is over 65 yrs, (EL 37.4%) and 77.6% are owner occupied (77.9% in EL)</p> <p>9.1% of homes in Grainthorpe are social rented properties (EL 11%) but there is a lower than average private rented housing element.</p>
Employment	The 2011 Census indicates that although the structure of employment in Grainthorpe is broadly in line with the pattern across the District, there are some differences. Notably, in the numbers of those who are of working age of who 35% are economically active on a full time basis compared to EL 29% and only 2% were unemployed compared to the 4% EL figure. The percentage of long term sick and economically inactive at 1.8% is 4% lower than the District average.
Infrastructure	Access. Access to Grainthorpe along the A1031 to Cleethorpes (north) and North Somercotes to the south is good. The road link to Louth however is quite poor.

	<p>Water Infrastructure - Grainthorpe is served by the North Cotes Water Recycling Centre. Using red, amber, green to indicate issues with the water system the settlement is a green.</p> <p>Education. There is a primary school in Grainthorpe. Secondary education is available 2 miles away in North Somercotes. The primary school is however almost a mile from the core of the village and requires crossing the main coast road.</p> <p>Health. There is no GP surgery in Grainthorpe but that service is available in North Somercotes nearby.</p>
<p>Further commentary</p>	<p>Grainthorpe has access to a range of services and facilities however tidal flood risk will impact on the ability of the village to grow both in this plan period and in the future and it is unlikely to have any future significant housing allocation because of this.</p> <p>There is no brownfield land to bring forward for development in the village. Given the flood risk the moderate amount of growth proposed is considered reasonable and achievable.</p>



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Scale 1:3500

GRAINTHORPE

SITE ALLOCATIONS IN GRAINTHORPE

Site Reference	GRA209	Promoter: Owner is known to the Council	
Site Location	Poors End, Grainthorpe		
Site Description	Agricultural field on the south east side of Poors End		
Site Area	0.52	No of Dwellings	9
Suitability of the site in broad planning terms	Yes the site is suitable; the site topography means this is the only site which is not subject to flood risk in the village. The eastern half of the site which is labelled GRA302 rises up and development would be intrusive because of the elevated relationship with adjacent development. Concerns have been raised over the access and highway impact, consultation with Lincolnshire County Council Highway Authority have raised no objections providing the access into Poors Lane could be improved, they have spoken to the landowner and this can be achieved. Therefore the western half of the site GRA209 would be suitable.		
Infrastructure	No major infrastructure constraints to the development of the site but the access into Poors Lane must be improved.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward and that they can improved the access into Poors Lane.		
Viability of the site	Improvement of the access into Poors Lane could impact on viability but the landowner has informed LCC highways that they can achieve this.		
Phasing	The delivery of the site is expected within the first five years of the plan period.		

HOGSTHORPE

SETTLEMENT	HOGSTHORPE
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Hogsthorpe is a large village with 3 food shops, primary school, employment and a large employer, 2 public houses and a commuter bus service. It has a post office (it has just reopened), a community hall, a playing field, a children's play area, a place of worship, a petrol filling station. It is on mains drainage and on the strategic road network.
Location	<p>The village of Hogsthorpe lies on slightly higher ground from the surrounding countryside within area described as Open Outmarsh by the Landscape Character Assessment and is approximately 1.6 miles from the coast.</p> <p>The larger village of Chapel St Leonards is just over a mile away and it is 7.0 miles to Skegness. There is a daily bus service between Skegness and Mablethorpe along the A52 which runs through the village and is used as an access to the coastal resorts.</p>
Character	<p>Hogsthorpe originally grew up along High Street (A52) and Thames Street, forming an L-shaped settlement. However, recent development between 1971 and 1991 saw significant growth in the area north of High Street with the development of denser, estate type development with some extension of linear development along South End.</p> <p>The village is surrounded by the coastal flood plain and this will constrain the opportunities for growth around the village except in the area to the north west edge and, unless circumstances change the extent of the village proposed in this Plan will define the future development limits in the long term.</p> <p>The village lies on the edge of and is in the Coastal Country Park.</p>
Population & Housing	<p>The population of Hogsthorpe in 2011 was 908 persons a rise of 35(4.0%) since 2001. Although slightly lower than the District average the number of people in the 0 to 20 age groups is broadly similar to that of East Lindsey. That trend is repeated in the 20 to 60 age groups, but when compared to the District figures the number of 60 to 75 yrs old is approaching 5% higher indicating that the population structure is 'top heavy'.</p> <p>With 408 households and an average size of 2.23 persons in each the village household size is close to the East Lindsey norm.</p>
Employment	<p>In terms of employment the picture in Hogsthorpe in 2011 shows that there were considerably more self-employed people (15.7%) in work locally than in East Lindsey as a whole (10.9%) and that the percentage of employees in the village was 7% lower. In addition the number of 16-74 year olds recorded as being retired at 196 was 5% higher than the EL average.</p> <p>In terms of employment by type of industry the largest number of workers (20%) are employed in the wholesale and retail industry, [EL 17.5%] followed by 11.3% working in health & social work [EL 13.2%] and accommodation & food services 10.8% [EL 8.9%].</p>
Infrastructure	Access. There is good access into the village via the A52 however a sharp right hand bend in the centre impedes traffic flows.

	<p>Water Infrastructure - Hogsthorpe is served by the Ingoldmells Water Recycling Centre. Using red, amber, green to indicate issues with the water system the settlement is red for the water recycling centre and green for water resources/supply.</p> <p>Education. The primary school in Hogsthorpe does not have any capacity issues having had a new extension built in 2016 providing two classrooms and a hall.</p> <p>Health. There is no GP in Hogsthorpe but there is a practice in Chapel St Leonards approximately 2 miles away.</p>
<p>Further commentary</p>	<p>Flood risk is a significant issue in the village, and this will severely restrict opportunities for future development. Given this the sites which have been allocated may be the last strategic sites to come forward.</p> <p>Whilst the village lies in the Coastal Country Park, it is at the southern edge and the proposed development would not impact on its character.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p>

SITE ALLOCATIONS IN HOGSTHORPE

Site Reference	HOG306	Promoter: Owner is known to the Council	
Site Location	Land at West End, Hogsthorpe		
Site Description	Agricultural land on the north west edge of the village		
Site Area	4.62 ha	No of Dwellings	Capacity 89 Potential affordable housing 30% - 26
Suitability of the site in broad planning terms	Yes the site is suitable. The site is grade 3 agricultural land which lies on the north west edge of the village within easy walking distance from the services and facilities. The site does lie on the edge of the Coastal Country Park but its location does not impact nor affect the character of the park. Part of the site to the west is in the yellow and green zones on the EA hazard flood maps. This may affect capacity or could incorporate a suds scheme or open space. Access can be obtained from West End. There is a footpath running across the site and going into the wider countryside, this will need to be maintained.		
Infrastructure	No major infrastructure constraints to the development of the site		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first 10 years of the plan period.		

SITE HAS PLANNING PERMISSION GRANTED 10/6/16 after the plan period commenced this is for 2 dwellings			
Site Reference	HOG309	Promoter: Owner is known to the Council	
Site Location	Land off Thames Street, Hogsthorpe		
Site Description	Agricultural land situated on the north west edge of the village		
Site Area	1.02 ha	No of Dwellings	Capacity 19 but reduced to 2
Suitability of the site in broad planning terms	Yes the site is suitable. It has an access onto Thames Street which connects via footpaths to the services and facilities in the village. There are a number of tree preservation order trees down the eastern boundary. The site does lie on the edge of the Coastal Country Park but its location does not impact nor affect the character of the park. To the rear of the site the area falls in to the orange zone (danger to most) on the coastal flood hazard maps, the capacity of the site has been reduced slightly to take this into account. The site does not impact on the wider landscape, townscape or historic environment. Capacity reduced because of flood risk.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability. There is flood risk on the site to the rear but this only runs as a strip across the rear of		

	the site and could be incorporated into the road infrastructure, open space or Suds scheme.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

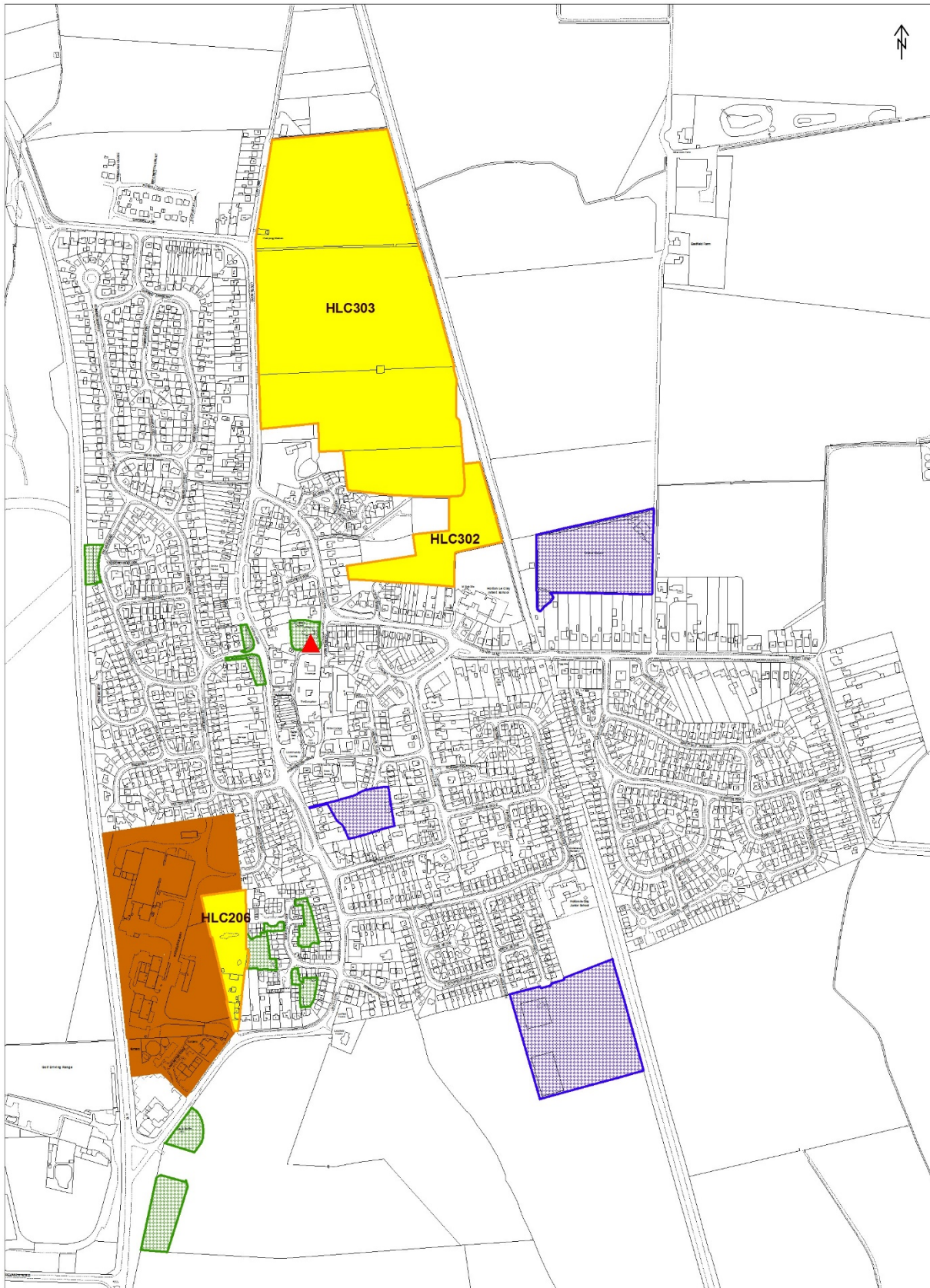
HOLTON LE CLAY

SETTLEMENT	HOLTON LE CLAY
Description of the services and facilities in the settlement	There is a good range of facilities in Holton le Clay, there are several shops including a small super market and takeaways, a village hall, GP, Public Houses and a primary school. There is also a number of community clubs and activities.
Location	Holton le Clay is located at the northern edge of the District and the parish boundary abuts the North East Lincolnshire Council boundary. There is direct access onto the strategic road network linking the village to the centre of Grimsby some 4.5miles away and from there onto the M180.
Character	<p>Holton le Clay is one of the largest settlements in East Lindsey, but until the late 1950's Holton le Clay was a small village with a linear pattern that had grown up along the old Louth to Grimsby Road, with the former Waltham Airfield immediately to the west. When the A16 was straightened, bypassing the village, it provided additional opportunities for the village to grow and since then it has been regarded as a dormitory village for Grimsby and Cleethorpes.</p> <p>The form of the village is dominated by the roads and former railway that run north and southwards through the village. The bypass forms a clear boundary for development to the west and the area between it and the former railway is dominated by residential development as is Station Road and the large urban development to its south.</p> <p>A Neighbourhood Plan is being prepared for the village which seeks to develop a 'green plan' theme that builds on the natural features – such as the old railway and spaces that help create the local character including the importance of retaining the open spaces between the village and development in New Waltham to the north.</p>
Population & Housing	<p>At the 2011 Census the population of Holton le Clay was 3691 a fall of 184 (4.7%) from 2001 when it stood at 3875. this is in marked contrast to the periods between 1961 and 1981 when the population grew rapidly from 869 to 3366.</p> <p>The age structure of the parish population is broadly comparable to the District averages. There are marginally more (about 1%) in the 10 to 19 year, and 20 to 59 year groups than the average but this number is not considered to be significant. The most notable variation occurs in the 75+ age group which makes up 9.4% of the local population - which is 2.3% lower than the average.</p> <p>The population (3691) reside in 1583 households making an average of 2.33 persons per household which is higher than the average (2.24%) and reflects the more balanced population structure in the village.</p> <p>Home ownership rates in Holton le Clay differ markedly from the average, with a total of nearly 88% compared to less than 70% for East Lindsey as a whole it is clearly an important factor in the local market. The greatest difference here is in the proportion of homes being bought with a mortgage 41.4% compared to the average of 26.8%.</p> <p>There are relatively small numbers of social rented properties (3.6%: EL 11%) and fewer privately rented properties in Holton (6.4% : EL 15.3%.</p>

	<p>As might be anticipated there are fewer households (33.7%) in Holton where the head of the house is over 65 – compared to the District average of 37.4%; whilst the number of those that are owner occupied at 90.1%.</p>
Employment	<p>There were 2767 persons of working age recorded by the Census. Of these 62.5% were employed (either as employee or employer) compared to the average of 55%. The proportion of full time employees is significantly higher 37.8% than the average of 29.8% but there are also 1.9% more part time workers.</p> <p>Only 3% of the workforce was identified as being unemployed compared to the average of 4%.</p> <p>The principle occupations of workers in Holton le Clay are in: - Wholesale and Retail Trade, Repair of Motor Vehicles – 19.2% (EL 17.5%) health - 13.4% (EL 13.2%) Manufacturing - 11.7% (EL 9.3%) Construction - 10.1% (EL 7.9%).</p> <p>There are far fewer people employed in the Accommodation and Food Services in the village (4.2%) than the average of 8.9%.</p> <p>There is a small employment site in Holton le Clay that occupies part of the former airfield. There are several businesses on site and some limited space for further expansion. It is considered important to retain job creation opportunities locally and not rely solely on employment in Grimsby and on the Humber Bank.</p>
Infrastructure	<p>Access. With direct links to the A16 and just a short distance from Grimsby the village has good access to a range of services. In addition there are regular buses to the village on the Louth to Grimsby service, as well as cycle ways into Grimsby.</p> <p>Water Infrastructure - There are no major flood risk issues in Holton le Clay but the community has identified a number of issues where surface water has been a problem in the past and where there are concerns over the capacity of drains downstream of the village to deal with the additional flows that may arise from further development. Holton Le Clay is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water infrastructure, the settlement is green.</p> <p>Education. Primary and Junior schools are available in the village. Secondary Education is not available in Holton le Clay but the Toll Bar Academy in nearby Waltham is 1 mile away and additional provision is available at Louth or North Somercotes. NE Lincolnshire has indicated that up to 2/3rd of secondary pupils travel to that area and that any growth in pupil numbers will have an impact on capacity, though they do not seek monies from S106 contributions for secondary education.</p> <p>Health. There is a shortfall in GP provision at Holton le Clay but the practise can expand through S106 contributions.</p>
Further commentary	<p>Holton le Clay is a village well connected to Grimsby for its main services and facilities but also does provide residents with a variety of its own facilities and an employment site. Overall it has capacity to accommodate future growth.</p>

	Holton le Clay Parish Council are undertaking a Neighbourhood Development Plan (NDP), this will contain policies only and will have its own proposals map showing areas which its policies wish to protect.
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HOLTON LE CLAY



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Scale 1:5500

SITE ALLOCATIONS IN HOLTON LE CLAY

Site Reference	HLC206	Promoter: Owner is known to the Council	
Site Location	Land off Louth Road, Holton le Clay		
Site Description	Former Scrapyard		
Site Area	0.98 ha	No of Dwellings	Capacity 14 Potential affordable housing 30% - 2
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a flat former scrapyard. There appears to be little in the way of biodiversity on the site with hard boundaries of fencing, there are few storage buildings to the front but the rest of the site is cleared. Although development would improve biodiversity, the site is small so these opportunities would be limited. The site would not impact on the landscape as it is well enclosed. There would be a positive impact on the townscape by developing a redundant brownfield site, though because of the sites enclosed nature this would be limited. There would be no impact on the historic environment. The site is a brownfield site. It is within walking distance from the village centre with an access onto Louth Road, which as a footpath connection into the village. The site is also close to employment opportunities and medical facilities. To the west is a small light industrial estate but the site could be planted to provide a buffer against this. The access does have to go past an existing house, which is part of the whole site; this could be retained or demolished to widen the access as required.</p>		
Infrastructure	No major infrastructure constraints to the development of the site, the site looks as if it has already been cleared		
Deliverability of the site	The owner of the site has indicated that they wish to develop the site.		
Viability of the site	No indication of any constraints that could affect viability, there maybe some contamination from its former use.		
Phasing	The delivery of the site is expected to come forward in the first 10 years of the Plan.		

Site Reference	HLC302	Promoter: Owner is known to the Council	
Site Location	Land off Church Road, Holton le Clay		
Site Description			
Site Area	1.70 ha	No of Dwellings	Capacity 32 reduced to 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a grassed field with a public footpath running through it. The boundary treatments are mature hedging with the Parish Gardens (allotments) located to the north and the disused railway line to the east, which is a site of nature conservation wildlife corridor. Development would cause some detriment to the biodiversity. The site is quite well enclosed and so there would be no impact on the wider landscape, it lies comfortably within the settlement and there is no impact on the historic environment. The site</p>		

	is within walking distance from the village centre, and adjacent to the primary school, an access can be formed onto Church Lane and there are footpaths to the services and facilities. There is a public footpath going across the site which leads to the open countryside and could promote walking and cycling. Capacity reduced because of the shape of the site and to ensure that the footpath is incorporated into the site.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner has indicated that they wish to develop the site.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected to come forward in the first 5 years of the Plan.

Site Reference	HLC303	Promoter: Owner is known to the Council	
Site Location	Land east of Louth Road, Holton le Clay		
Site Description			
Site Area	15.37 ha	No of Dwellings	Capacity 285 Potential affordable housing 30% - 85
Suitability of the site in broad planning terms	<p>Yes the site is suitable; The site is not in flood risk. The site is grassed fields running to the east of Louth Road and Clay Lane. The boundary treatments are mature hedging and trees although these are kept low in places giving views across the site. The disused railway line to the east, which is a site of nature conservation wildlife corridor. There is a drainage ditch running through the site. Development would cause some detriment to the biodiversity but given the size of the site (15.3ha) there would be opportunities to offset this through the required open space and landscaping. The site though fairly large is quite well enclosed is not highly visible in public views into the village. The site is prominent in views out of the village from Louth Road and so careful landscaping of this part of the site would be needed to minimise the and so there would be no impact on the wider landscape. It lies comfortably within the settlement forming an extension to the northern part of Holton le Clay mirroring development on the western side of Louth Road; there is no impact on the historic environment. The site is within walking distance from the village centre, an access can be formed onto Louth Road and there are footpaths to the services and facilities on the opposite side of Louth Road and space to provide them within the development. No access should be formed onto Clay Lane this is too narrow and unmade. There is a public footpath running along Clay Lane which the site could access and this could promote walking and cycling. A site of this size would be required to provide a range of green infrastructure which could help support healthy lifestyles and will help assist biodiversity, linking to existing features around the site and supporting species migration.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner has indicated that they wish to develop the site.		

Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected to come forward in the first 5 years of the Plan.

HORNCASTLE

SETTLEMENT	HORNCASTLE
Description of the services and facilities in the settlement	The second largest of the inland towns, Horncastle provides a good range of services to its population and the surrounding villages. These include health, education and employment. A market town hosting 2 markets a week Horncastle has found a niche as an antiques centre, and in addition to a small number of multiples it boasts several independent shops.
Location	Horncastle is located on the edge of the Lincolnshire Wolds on the western side of the District on the cross roads of the A158 (Lincoln to Skegness) and the A153 (Sleaford: Louth). Lincoln (approx 20 miles) and Boston (approx. 18 miles) are the closest sub-regional centres.
Character	<p>With its origins associated with a river crossing and Roman settlement, and later with canal and railway developments Horncastle's role as a historic market town with strong agricultural ties underpins its character. The market place remains the centre of commercial activity and is at the core of the Conservation Area. The Rivers Bain and Waring bound the town centre on three sides whilst Jubilee Way provides a relief road for holiday traffic making its way to Skegness.</p> <p>Development over more recent times has seen the town gradually spread away from the centre but green wedges remain as prominent features along the line of the rivers to the north and south west of the town.</p>
Population & Housing	<p>Since 1981 the population of Horncastle has grown from 4247 to 6815 in 2011 an increase of some 60% over the period.</p> <p>The age structure of the town is broadly comparable to the average across the District with a slightly higher percentage of people under 40 and fewer in the 40 to 74 year age groups. There are however a higher proportion in the 75 plus age bands.</p> <p>The 6815 residents recorded at the 2011 Census lived in 3178 households, giving an average occupancy rate of 2.14 persons per household compared to 2.24 for the District.</p> <p>Home ownership levels in the town (including owned with a mortgage) at 66.6% are slightly lower than the average of 69.2%, but higher than in other inland towns. The lower rate is offset by higher levels of both social rented and privately rented households.</p> <p>This pattern is reflected in the levels of ownership in the over 65 age group where levels in the town (74.7%) are 3.2% lower than the average but higher than in the other towns. There are also higher than average (9.1%) over 65s living in Horncastle (12.6%) but, given the practice of locating 'care' and sheltered housing in towns this isn't unexpected.</p>
Employment	<p>The Holmes Way industrial site off Boston Road on the southern edge of the town has grown steadily over recent years and although there are some vacant sites additional land will be required to meet anticipated growth in the coming years.</p> <p>The site is dominated by the Polypipe Civils and Morton's media businesses but also supports a wide range of smaller manufacturing and service employment. The first of these may well underpin the higher proportion of employment in the manufacturing (12.3% compared to the</p>

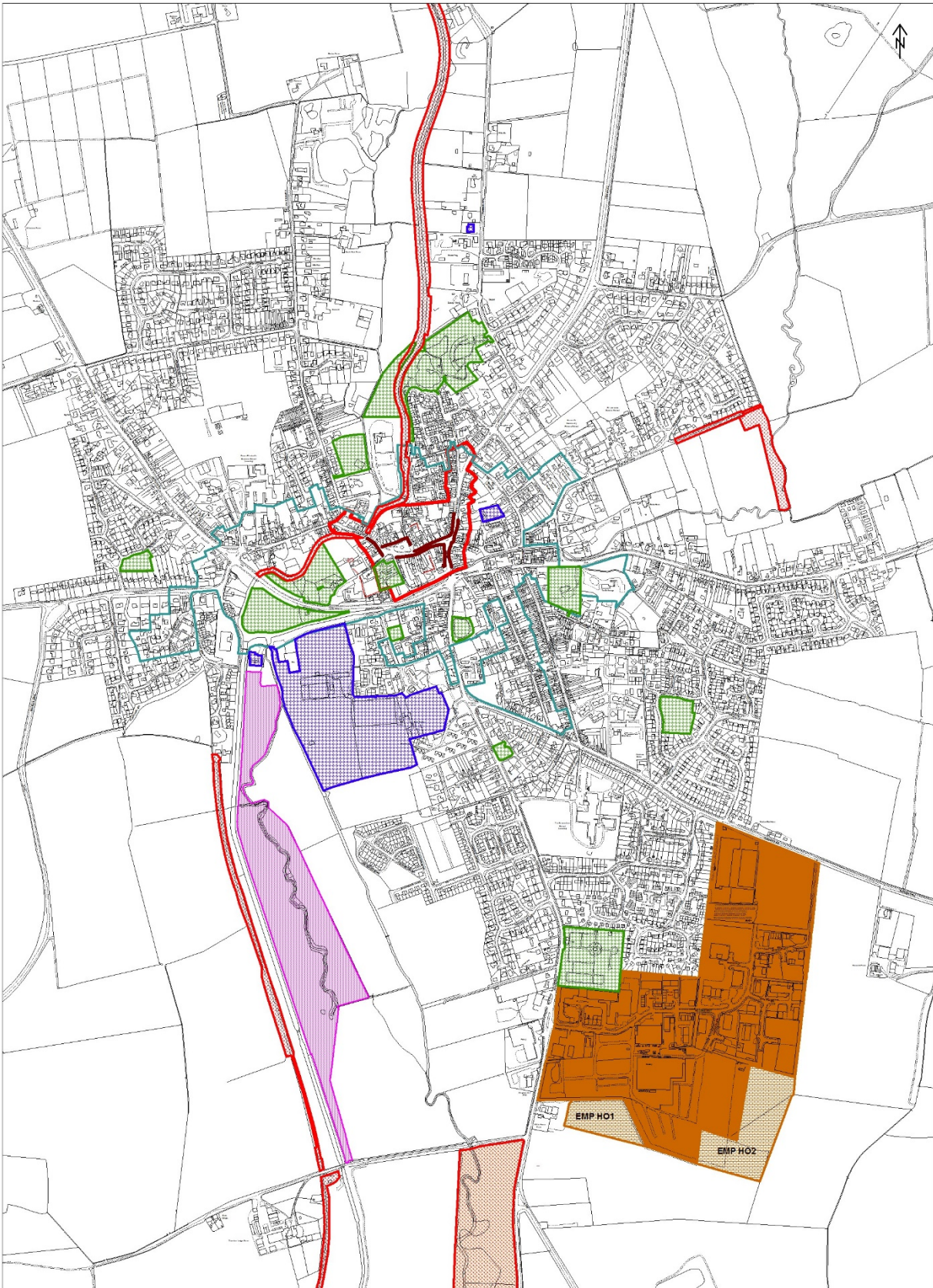
	<p>average 9.3%) and in the Information sector 2.1% compared to 1.2% average.</p> <p>There is a smaller industrial site on Reindeer Close off West St.</p> <p>Other important sectors locally are Wholesale / Retail and Health however, in both cases employment rates are below the average, whilst the figure for Education (11.8%) is nearly 2% higher. In the smaller sectors, with 5.4% in the Professional category the town is also above average. (3.8%)</p> <p>The percentage of people aged between 16 – 74 in employment in Horncastle, was 64.9% so compares favourably with the average of 60.8% across the District. Of those a greater proportion are employed full time 35.4% than the average (EL 29.8%), and at the Census the unemployment rate (of 3.3%) was also lower than the 4.0% figure for the District.</p>
Town Centre	<p>The town centre is a compact area based on the Market Place, the High St and the Bull Ring and it is proposed that primary shopping frontages are identified along these streets as shown on the Inset maps. There are 2 mid-range supermarkets in the town centre and a further, Tesco store on the edge, and to the north of the centre.</p> <p>The boundary of the town centre is drawn quite tightly around this core and although the peripheral areas provide a secondary role they do not attract sufficient footfall to support mainstream shopping.</p> <p>The Council's Retail Study concludes that there is adequate convenience floorspace in the town to meet current and proposed need and there is capacity within the existing town centre to meet the anticipated need for retail floorspace.</p>
Infrastructure	<p>Access. Horncastle's location midway between Lincoln and Skegness, one of the main holiday routes through the District and main public transport route makes access to the town good. In addition to that east to west link the town also sits on the A153.</p> <p>Water Infrastructure - Because it sits in a river valley where the rivers Bain and Waring meet there is some risk of flooding. The delivery and benefits of an upstream flood protection scheme are expected to reduce the threat from fluvial flooding in the future. There is no issue with the Water Recycling Centre, water resources and supply are adequate.</p> <p>Education. There is a Primary, Special and two secondary schools in Horncastle. There is no spare capacity at the primary school and it has reached a point that no additional space can be created. For Banovallum Secondary and the Grammar School the County Council is seeking to address this through developer contributions from existing commitments.</p> <p>Health. There is a single doctor's surgery in Horncastle. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p> <p>Highway Infrastructure – Lincolnshire County Council have indicated that there is a severe constraint on the Bull Ring Junction in the centre of Horncastle, which would impact on access to the coast.</p>

Further commentary	<p>Horncastle has an adopted Neighbourhood Development Plan (2016) which sets out the policies against which any development in the town should be assessed against. This Plan can be found on the Council's website at www.e-lindsey.gov.uk There are significant commitments in the town amounting to more than the notional need for housing over the plan period. The Council has therefore determined that no additional housing will be allocated.</p> <p>The plan is set for a five year review and any infrastructure shortcomings can be reviewed during this period, along with the delivery of the homes with permission. If it is shown that homes are not coming forward in a reasonable way to meet need then consideration will be given at that time to allocating additional land.</p> <p>With regard to primary education need, given the level of existing commitments and the contributions already agreed and obtained for extensions to accommodate growth in education need, there is no need for a new primary school at present, however the Lincolnshire County Council have identified a potential new site for one on land they own and this land has been safeguarded in the Plan. Work will be undertaken in the 5 year review of the Local Plan to determine when that site should come forward.</p> <p>The employment allocation of 5 ha will still be made in the Plan but with the knowledge that it is unlikely to come forward in the short to medium term because of highway infrastructure constraints. Additional land in Louth will be made available to address this potential shortfall.</p>
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Site Reference	EMP HO1	Promoter: Land owned by the County Council
Site Location	To the south west of the existing estate, off Boston Road, Horncastle.	
Site Description	Agricultural Land	
Site Area	1.5 ha	
Suitability of the site in broad planning terms	This is one of two sites owned by the County Council abutting the estate that are currently used for agriculture. It is considered that this area would provide an appropriate extension to the estate to enable the expansion of the adjoining employment site. Consideration will need to be given to an appropriate boundary treatment along the southern boundary. The site is outside the flood risk area.	
Infrastructure	There are no major infrastructure constraints to the development of the site.	
Deliverability of the site	As the site is owned by LCC and development is expected to be linked to the adjacent Polypipe factory, deliverability is not likely to be an issue.	
Viability of the site	The site is considered viable on the above terms.	

Site Reference	EMP HO2	Promoter: Land owned by the County Council
Site Location	To the south east of the existing industrial estate off Boston Road and internally via Spratt Close	
Site Description	Agricultural Land	

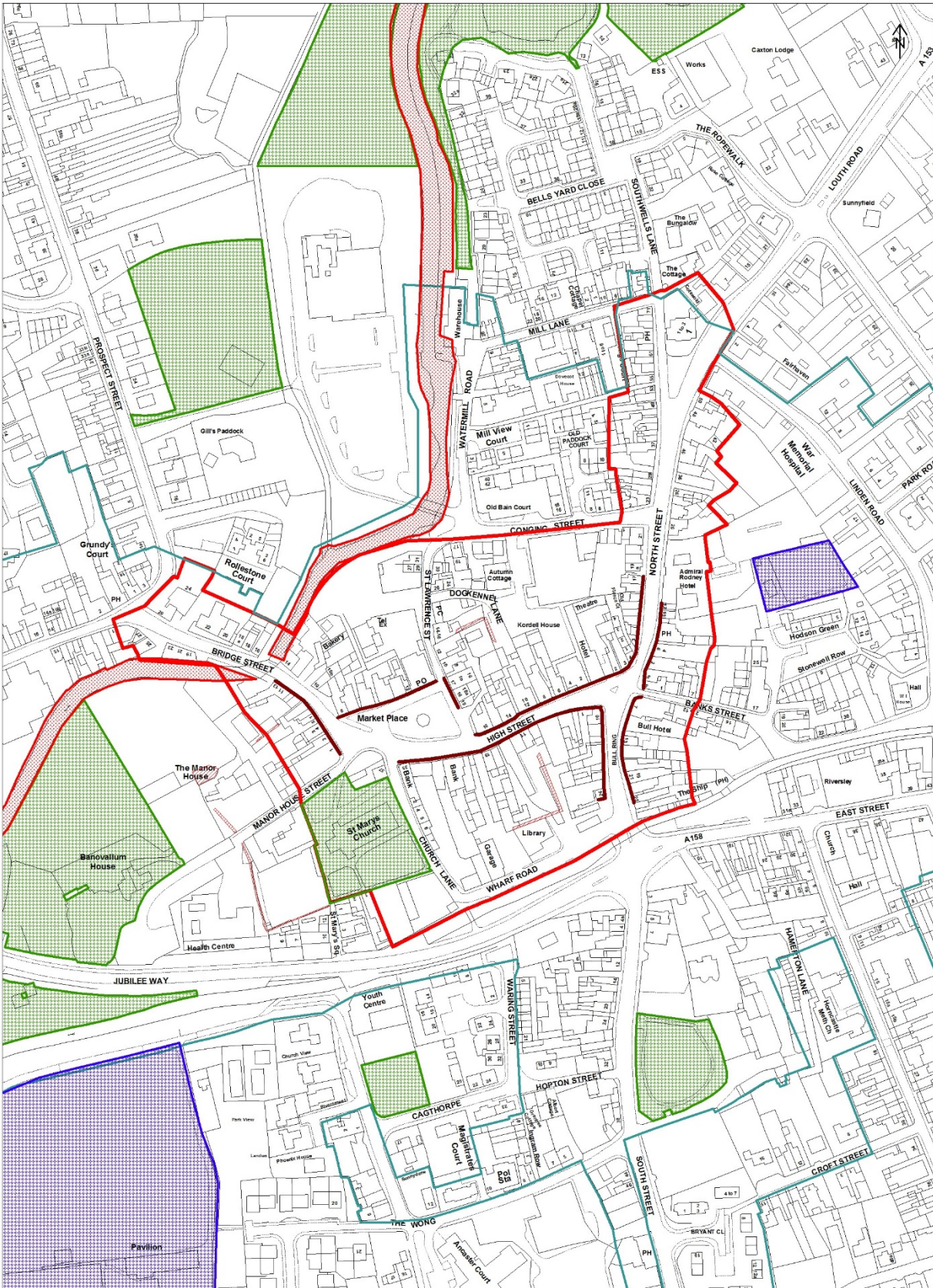
Site Area	3.5ha
Suitability of the site in broad planning terms	The site provides a medium sized extension to the established estate and is capable of linking to the existing services. It would not extend the site significantly into the open countryside and, subject to appropriate landscaping and screening along the southern and eastern boundaries will not impact significantly on the wider views of the area. The site is outside the flood risk area.
Infrastructure	There are no major infrastructure constraints to the development of the site.
Deliverability of the site	The site is owned by the County Council
Viability of the site	As far as the Council is aware there are no major constraints which would affect viability.



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HORNCastle



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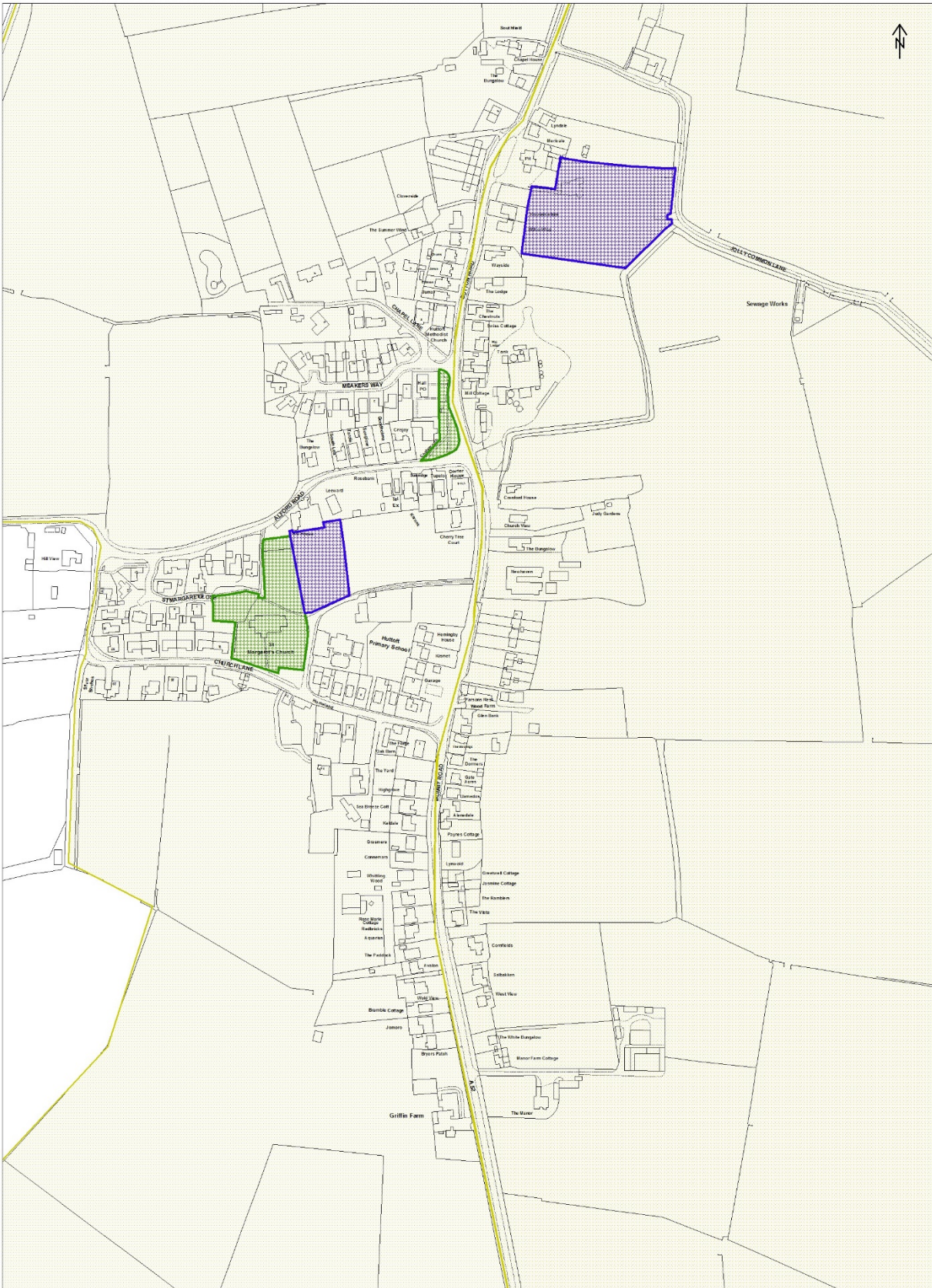
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HORNCASTLE TOWN CENTRE

HUTTOFT

SETTLEMENT	HUTTOFT
Description of the services and facilities in the settlement	Huttoft is a large village with a food shop, a primary school, a large employer, a public house, a commuter bus service. The village is on the strategic road network, has a community hall, a playing field, a children's play area, a bank cash point. It is on mains drainage, has two places of worship, a cemetery and a petrol filling station.
Location	Huttoft is a marsh village and is located on the A52 approximately 2 miles from the coast, about 6 miles from Mablethorpe and 4 miles from Alford.
Character	<p>Historically the village developed along the main road away from the church in a mainly linear pattern. More recent development including two small estates has been located around the Church creating a more definable core to the village.</p> <p>From its elevated position the church dominates the village and the surrounding trees adding to the village's rural character. The area around the church is protected because of its importance to this character. To the north and east of the Church, stands Huttoft Mill and its associated buildings, an important Grade II listed building.</p> <p>The village lies in the Coastal Country Park.</p>
Population & Housing	<p>At 2011 the Census recorded the resident population of Huttoft as 585 persons an increase of 39 (7.1%) over the 2001 figure. The structure of the population is characterised by slightly lower than average numbers in the 0 to 9, and 10 to 19 age groups, a more notable difference in the 20 to 60 age group (41.2% Huttoft : 45.2% EL) and, 28% in the 60 to 74 age group compared to the EL average of 23.6%. There are also more in the over 75 year band.</p> <p>In 2011 there were 246 households in the village with an average of 2.38 persons [EL 2.24], suggesting a slightly younger population structure. Of these 46.3% were 'owned' compared to EL 42.4%. In a similar percentage (43.5%) of houses the head of the house was over 65.</p>
Employment	Of the 423 people aged between 16 and 74 in 2011, 48 percent were in employment [EL 55%] of whom 12.5% were part time [EL 14.3%] and 20% were full time. [EL 29.8%]. Compared to EL six percent more of the working age population in the village were retired.
Infrastructure	<p>Access. The A52 provides good access from Huttoft to Mablethorpe's services.</p> <p>Water Infrastructure - Huttoft is served by the Ingoldmells Water Recycling Centre. Using red, amber and green to indicate issues with the water system, the settlement is red for the Ingoldmells facility and green for water resources/supply.</p> <p>Education. The village has a primary school.. Secondary education is available in Alford.</p> <p>Health. There is no GP surgery in Huttoft facilities are available in Alford, Chapel St Leonards and Sutton on Sea.</p>
Further commentary	Although close to the coast Huttoft lies outside the Coastal flood hazard zones, and flood risk is not a major constraint to development locally. However, as indicated above there are capacity issues with the sewage

	<p>network capacity which will have to be resolved before any significant development occurs.</p> <p>Two sites were considered suitable for allocation in the Plan, both now have planning permission. The centre of the village has the most environmental constraints, with the listed church and some trees protected by tree preservation order. These do not preclude development and impacts can be addressed through design. The existing commitments in the settlement are considered acceptable and no further allocations are proposed.</p>
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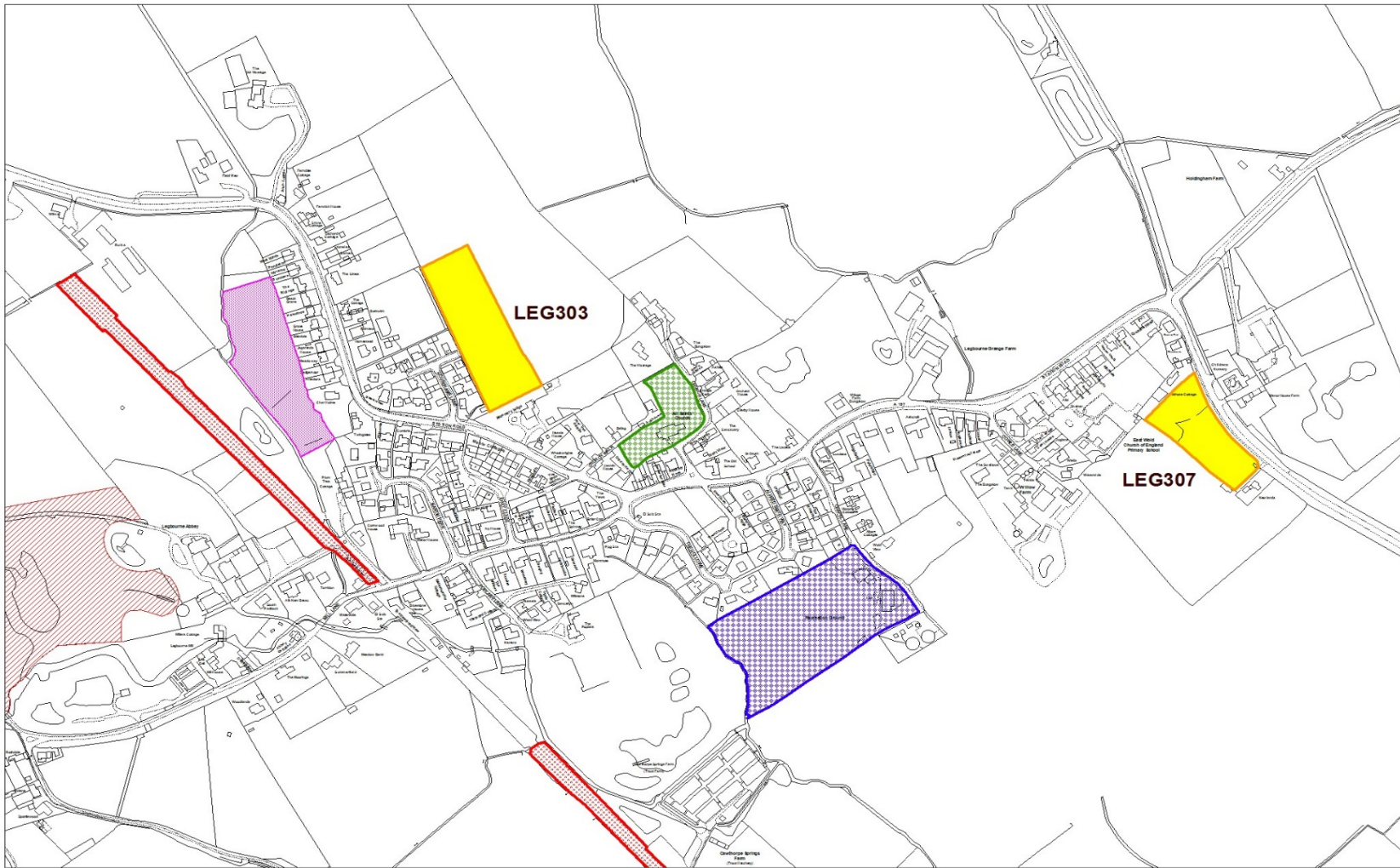
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HUTTOFT

LEGBOURNE

SETTLEMENT	LEGBOURNE
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	The village has a food shop and post office, a primary school, some employment, a public house and a preschool facility. It is on the strategic road network, and there is a playing field and community hall, a children's play area, one other shop and a cash point. It is on mains drainage, has one place of worship, has two sports facilities', a shoppers bus service, vets and a cemetery.
Location	Legbourne lies approximately 3 miles south east of Louth on the A157 holiday route to the coast. The village has a linear form with its focus around the historic village pump, adjacent open space and the church.
Character	<p>Away from the main road, the village is characterised by narrow lanes with incremental development. The green space opposite the post office is protected by an Article 4 direction and adds to the rural character of the village.</p> <p>Mill Lane leads to the old water mill and Legbourne Abbey a Scheduled Ancient Monument to the west of the village. The setting and natural features of these buildings contribute to the character of the village and it is important that the Abbey site, and its setting is protected.</p> <p>More recently two small estates have introduced a more urban style around the centre but the village retains its rural character which is enhanced by the groups of trees and hedgerows that define the boundaries of the small fields that surround much of the village.</p>
Population & Housing	<p>The population of Legbourne in 2011 was 644, a rise of just 17 over the 2001 Census. The population structure in Legbourne is broadly comparable to that of the District averages. In Legbourne, 7.8% are in the 0 – 9 age groups compared to 8.9% across E.L, and there is a similar difference between the 10 to 20 bands (village 9.5%: EL 10%). In the years between 20 and 59 the difference is greater with only 41.2% in Legbourne compared to 45.7% whilst there are more older people in the 60 to 74 and 75 plus age groups reflecting an overall top-heavy age structure.</p> <p>This is reflected in the number of homes where the head of the household is over 65 - in Legbourne this is 39.4% some 2% higher than the EL figure.</p> <p>With just 282 households Legbourne is one of the smallest large villages and has on average 2.28 persons per household compared to 2.24 for EL. A high proportion of homes in the village are owner occupied (47. 2%) compared to the 42.2% for the District and a further 34% are owned with a mortgage making home 'ownership' levels overall some 12% higher than the average. The number of social rented properties (10.3%) is marginally lower than the District average (11%)</p>
Employment	At the Census the number in employment as a percentage of those aged 16 to 74 (in Legbourne) was 59.2%, over 4% higher than the District average and most likely a reflection of the higher numbers in the middle age groups. The number of full and part time employees and the self-employed included in that figure are higher than the average.

	<p>The main employment types are manufacturing, retail, education, health and social work. Whilst the number involved in manufacturing (12.8%) is 3.5 percentage points higher than the average the percentage involved in retail activities is nearly 5% lower than the EL average (17.5%). Apart from these, and the small number employed in transport and storage the pattern of occupation is comparable to the remainder of the district.</p>
Infrastructure	<p>Access. Because Legbourne sits on the main coast road close to Louth access to and from the village to services is good.</p> <p>Water Infrastructure – Legbourne is served by the Legbourne Water Recycling Centre. Using red, amber and green to indicate issues with the water system, the Legbourne facility is red with water resources/supply being green.</p> <p>Education. Legbourne has a Primary School which is reaching capacity and will require S106 contributions to ensure expanded capacity. Secondary provision is available in Louth.</p> <p>Health. GP services are available in Louth.</p>
Capacity of village to sustain growth	<p>As the previous section indicates the delivery of future development in Legbourne is reliant on the upgrading of the Water Recycling Centre. In addition evidence suggests that the school is at capacity and will require further investment to accommodate any significant growth.</p> <p>Legbourne has a number of housing commitments already and given the number of commitments in the settlement and the issues with the Water Recycling Centre, a moderate allocation is considered to be appropriate and deliverable.</p>



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TF3684



LEGBOURNE

SITE ALLOCATIONS IN LEGBOURNE

Site Reference	LEG303	Promoter – Site owner is known to the Council	
	Land off Househams Lane, Legbourne		
Site Description	Paddock/field		
Site Area	1.09 ha	No of Dwellings	Capacity 66 reduced to 20 Potential affordable housing 30% - 6
Suitability of the site in broad planning terms	Yes, the site is suitable. The site is relatively flat with mature hedging as the boundary treatment. It is well connected to the main services and facilities which are within walking distance. Development of the site would not impact on the wider landscape or townscape. With regard to the historic environment, the Council's Conservation Officer has assessed that it would have little or no impact on the listed church of All Saints. The site is not in an area of flood risk, though does suffer from surface water flooding, any development of the site would have to mitigate against this. Capacity reduced because of the issues with the waste recycling centre.		
Infrastructure	No major infrastructure constraints to the development of the site, except the mitigation of surface water flooding on site. Off-site there are issues with the waste water treatment plant and sewage system, which will need to be resolved.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	The issues with the waste water treatment plant may affect the viability of this site.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner. However, given the issues with the Water Recycling Centre it would not be expected that this site would come forward until the last phase of the plan to enable enhancement of the plant to take place. The developer may wish to open discussions with Anglian Water to bring the site forward at an earlier stage.		

Site Reference	LEG307	Promoter: Site owner is known to the Council	
Site Location	Land off Station Road, Legbourne		
Site Description	Pasture land		
Site Area	0.69 ha	No of Dwellings	Capacity 13 reduced to 3
Suitability of the site in broad planning terms	Yes the site is suitable. The site has good boundary treatments of mature trees and hedges; it is relatively flat and well screened from impact on the wider landscape. There will be some loss of biodiversity by the creation of an access but given that the site is just grass any other landscaping would balance this out. The site would not impact on the wider townscape or historic environment. The site is reasonably well connected to the services and facilities in the village and there is a footpath to the rest of the village.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		

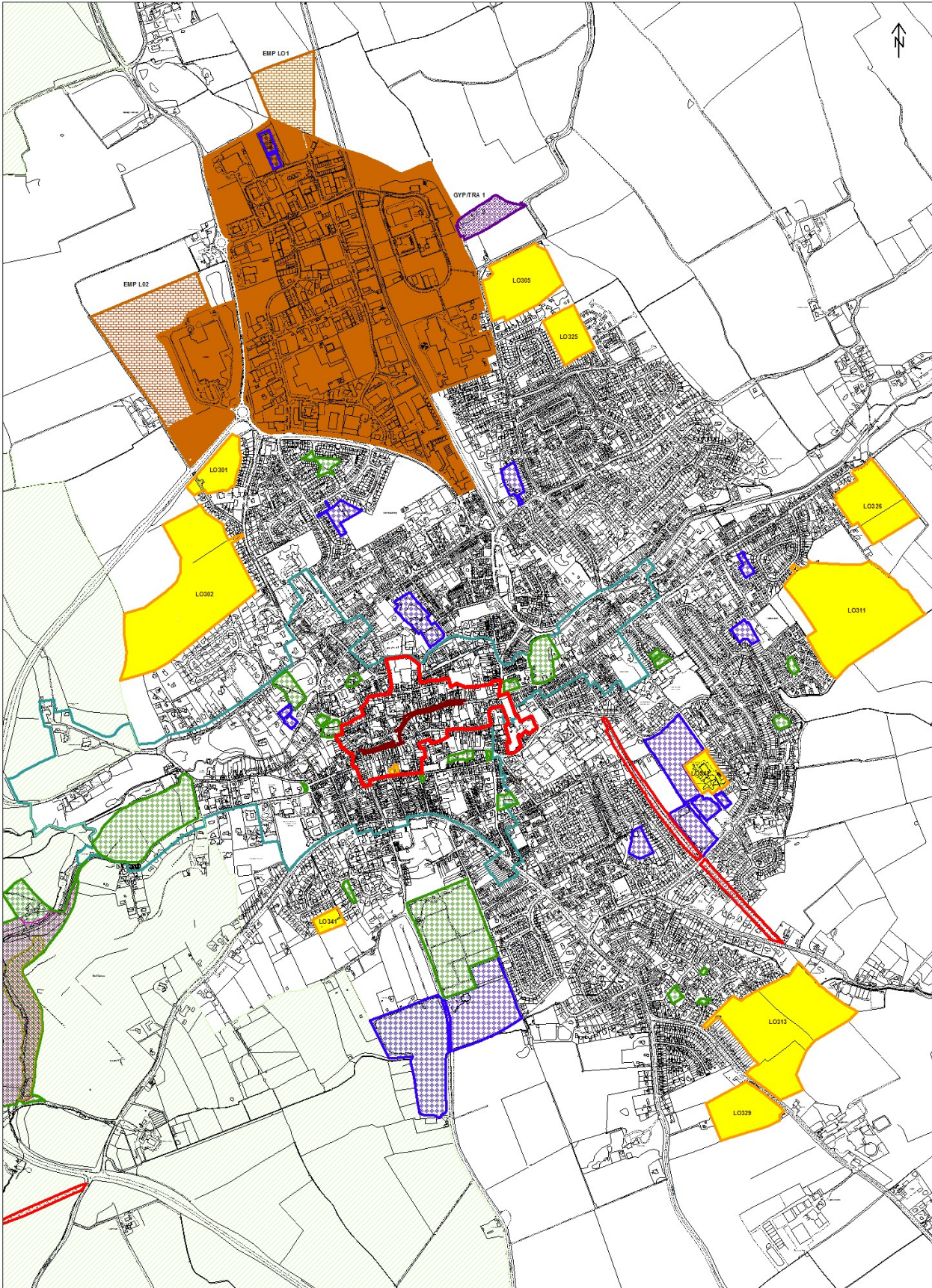
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

LOUTH

SETTLEMENT	LOUTH
Description of the services and facilities in the settlement –	Louth is the largest of the five inland towns in the District offering a wide range of services and facilities' and providing a hub for surrounding settlements. A market town, it hosts 3 markets a week and in addition to a number of independent shops with a reputation for quality food it has several national retailers.
Location	Louth is located on the A16, the main north-south route through the District. It is 14 miles from Grimsby and 27 from Lincoln, the sub-regional centres providing the next tier in the hierarchy of services. That proximity to Grimsby is also a factor in defining the catchment of the town and there is significant movement between the two for employment, leisure and other facilities.
Character	<p>The location of Louth on the edge of the Wolds, the areas around the River Lud / Navigation Canal and the historic street pattern with its heritage of Georgian and Victorian buildings and fine church, all contribute to its character. Much of the town centre is within a Conservation Area and many properties have Listed Building status (189 in and around the centre and on nearby Westgate) and protecting and building on this distinctiveness is an essential part of ensuring its character is sustained into the future.</p> <p>The environment contributes to making Louth a thriving market town noted for its independent shops; and it is one of the few to retain a weekly cattle market. The construction of the bypass in the 1990's means that the town is no longer subjected to significant through traffic on route to the coast but the historic narrow street pattern within the town centre does lead to some congestion.</p> <p>With the Lincolnshire Wolds Area of Outstanding Natural Beauty forming a buffer to growth on the western side of Louth, the town has grown up away from the town centre area and to the south, west and north and these areas now have more modern development On the northern side of the town also lies the main employment industrial estate.</p>
Population & Housing	<p>The population of Louth has grown steadily over the last forty years increasing from 13,300 in 1981 to 16420 in 2011 with the most significant growth being during the 90's.</p> <p>Compared to the District averages the 0 to 40 age bands for Louth show higher proportions of people and although the numbers are similar in the 40 to 60 years there are fewer than the average in the over 60s age groups giving Louth's population structure a better balance than other parts of the area.</p> <p>At the Census there were 7530 households in Louth and a Resident Population of 16419 with an average occupancy rate of 2.18 persons per household which is marginally lower than the District average (2.24)</p> <p>In terms of home ownership the Census shows that the percentage of homes either owned outright or with a mortgage is lower than that of the District as a whole (62% compared to 69%) with ownership levels at 33% notably lower than the 42.4% average. There are also differences in the number of social rented households in Louth (17.2%) and the average (11%). The reason for these differences is unclear but it might in part be</p>

	<p>a reflection of the 'younger' population and the availability of employment opportunities.</p> <p>Commensurate with the above there is a smaller proportion (29.8%) of households in Louth where the head of the household is over 65 compared to the average of 37.4%.</p>
Employment	<p>The Council has invested significantly in the Fairfield Industrial Estate and it has grown steadily over recent years. In addition to manufacturing businesses such as DS Smith Packaging and Luxus the site houses recycling sites, a number of leisure activities and retail uses. The size of business also varies significantly across the site with the majority of businesses falling into the micro and small (SME) categories.</p> <p>There is still sufficient capacity to accommodate employment growth over the plan period but because of the identified highway constraints in Horncastle and the question mark over the ability of any employment land to come forward there, it is proposed to allocate an area of land to the north of the Industrial estate amounting to 5ha with a direction of travel for future growth to the east for further expansion in the future.</p> <p>The main employment sectors in Louth are Wholesale and Retail Trade (Motor Repairs) 18.5%), Health and associated activities (15.1%), Manufacturing (11.5%) and Education (11.0%). In each case the proportions are between 1% and 2% higher than the average.</p> <p>The Census records 7286 people in employment (P/T, F/T and Self Employed), and a significant number of those (1089) were recorded as working outside East Lindsey, with 550 travelling to NE Lincs and 170 to Lincoln.</p>
Town Centre	<p>The Market Place, Mercer Row and Eastgate are at the core of the historic town centre. Although the Market Place hosts a market 3 days a week, the properties around are primarily commercial and the retail element is spread along Mercer Row and Eastgate. The primary shopping frontages are defined in this area.</p> <p>The town centre boundary is drawn quite closely around the core and the town's main supermarkets are on edge of centre sites. Because of the nature of properties in the town centre - most are small, and many are Listed Buildings - there are a few opportunities for major redevelopment.</p> <p>There have been considerable changes in the retail offer in Louth over recent years as the town has responded to trends in the national pattern including a growth in internet shopping. Because of the uncertainty in retailing and the history of small, independent shops in the town it is difficult to predict future needs with any certainty. It is clear however, that if Louth is to maintain its role the relatively short protected frontage that supports the 'hardcore' of prime retail offer must be conserved and its distinctive character and retail offer maintained.</p>
Infrastructure	<p>Access. Louth sits on the cross roads of the main north – south road through the District (A16) and the east to west link between Mablethorpe and Lincoln. The A16 provides easy access to Grimsby, like Lincoln a sub-regional centre with the wide range of service associated with a higher order centre including employment opportunities. As part of the strategic road network these roads are also main bus routes with good links in particular to Grimsby.</p>

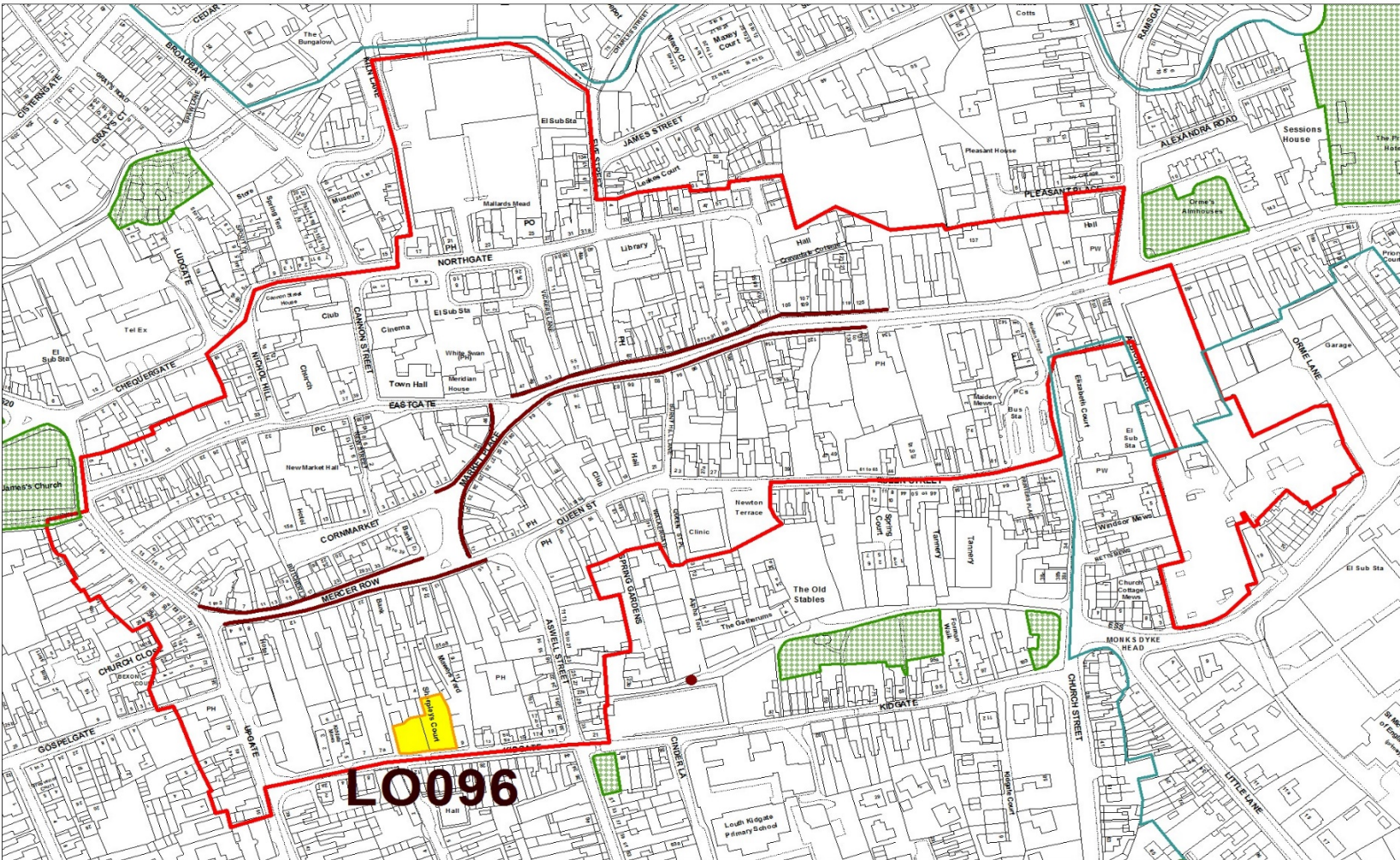
	<p>Public transport also provides a round town service in Louth connecting the more distant residential estates to the centre.</p> <p>The transport assessment undertaken for the County Council indicates that future development will not place undue pressure on the road network.</p> <p>Water Infrastructure – Louth is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the Water Recycling Centre is red with water resources/supply being green.</p> <p>Education. Louth has 4 ‘state’ primary schools and three secondary schools. Three of the primary schools are identified as having no additional capacity, the 4th, Lacey Gardens, has limited capacity. At secondary level the Grammar School has no capacity, and Cordeaux Academy has limited capacity. There is no issue at the Monks Dyke Tennyson Academy.</p> <p>The Council is working with Lincolnshire County Education Authority to seek to redress these shortfalls using monies from Section 106 Agreements including the possibility of building a new primary school.</p> <p>Health. In addition to the 3 doctors surgeries Louth also retains a small hospital providing a limited range of services in partnership with local GPs.</p>
<p>Further commentary</p>	<p>As the Infrastructure assessment above shows this will require some investment to meet the increased demand for services and both health and education contributions are being sought (via Section 106 Agreements) to respond to that expectation. The Council is also working with the Lincolnshire County Council Education Service during the 5 year review of the Local Plan to try and provide additional primary education capacity in the town.</p> <p>A site on Brackenborough Road is shown on the proposals map at Louth to provide provision for 10 permanent Gypsy and Traveller pitches.</p> <p>As with most of the District green field sites are the basis for most of the allocation, there may be opportunities - through the necessary open space and layout to expand the biodiversity in these areas. Many of them are not widely visible from the public domain and have strong boundary treatments and intervening landscape features, so the impact on the wider landscape varies enormously and is not always related to the size of the site.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p>



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LOUTH



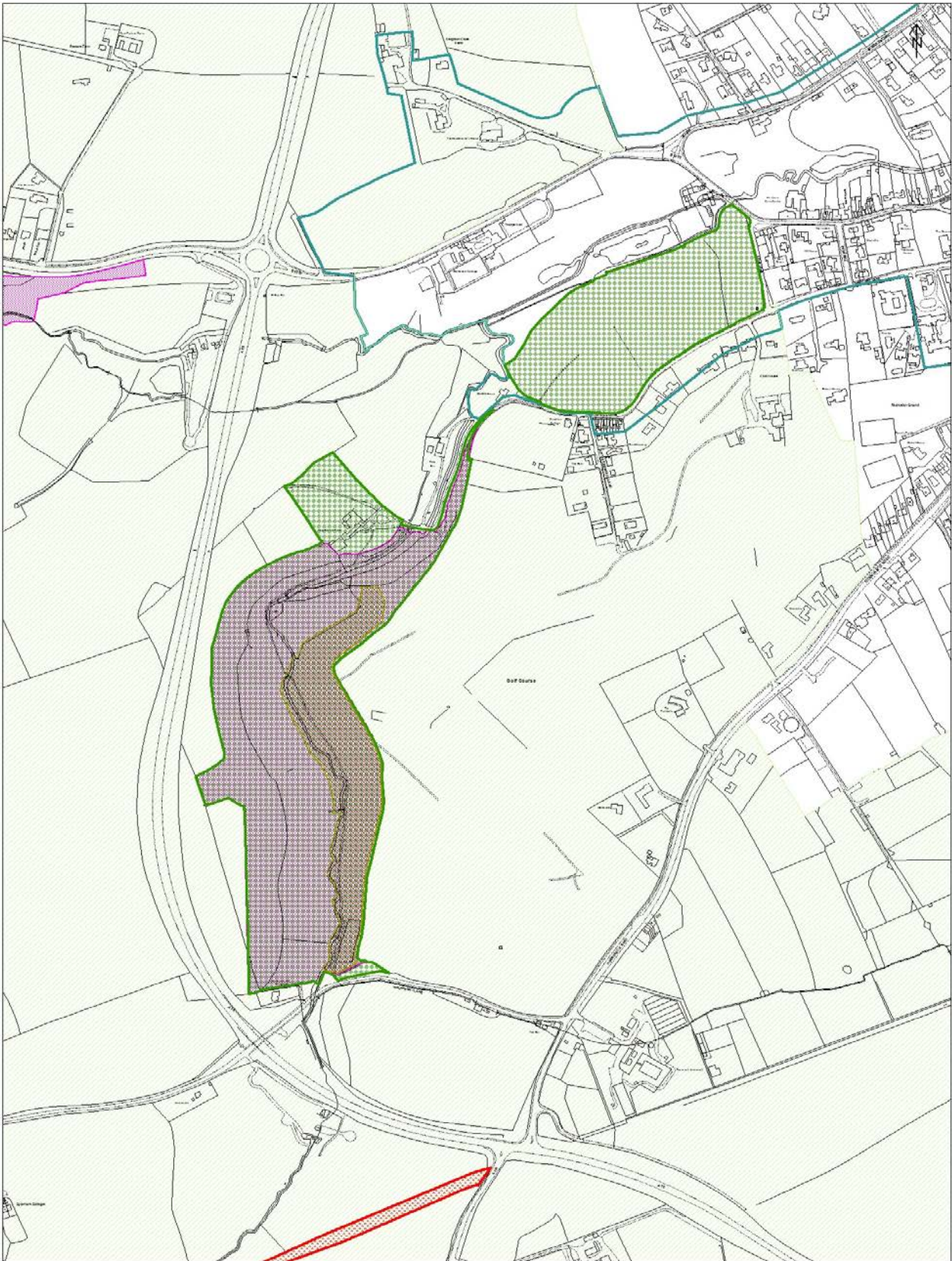
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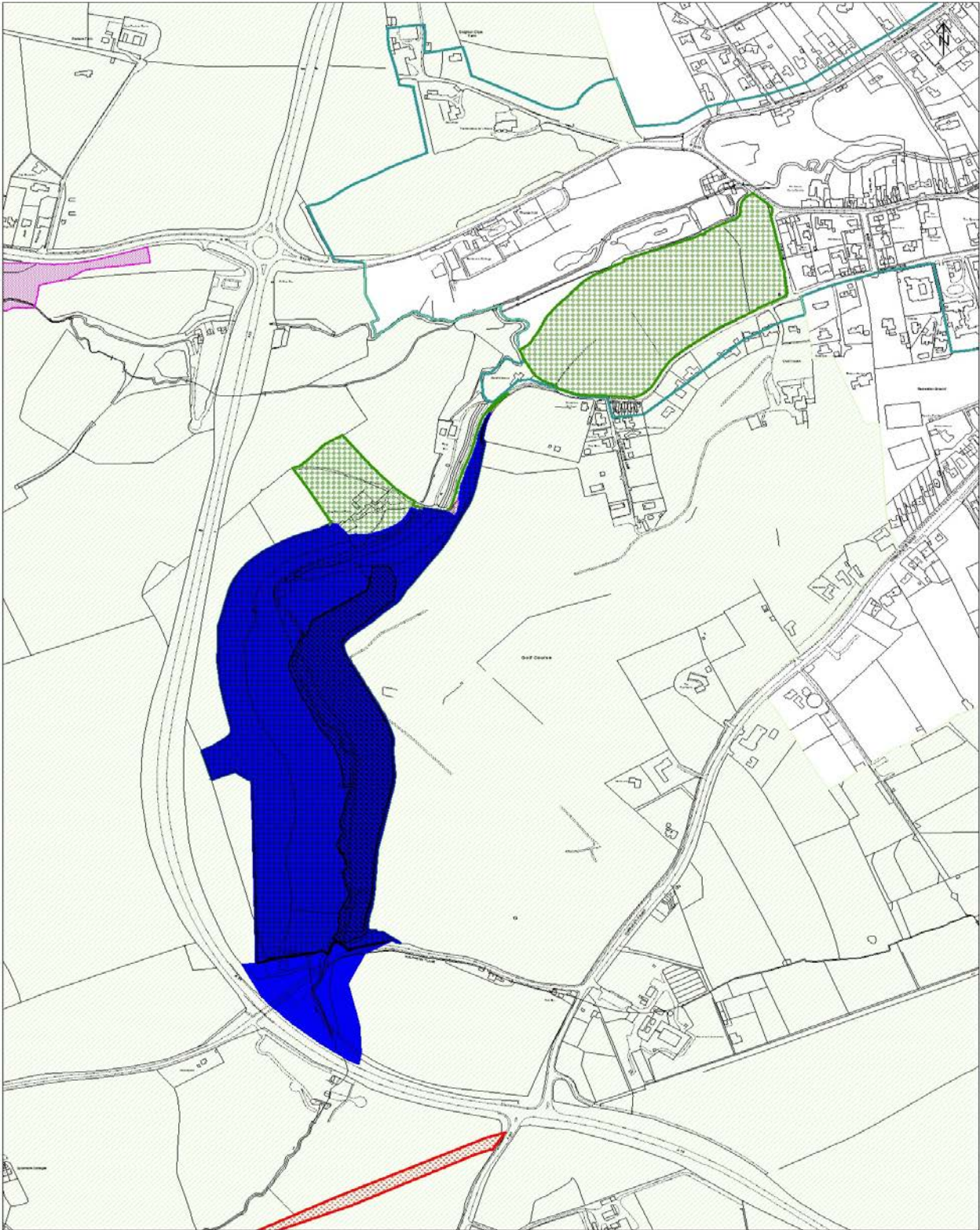
LOUTH TOWN CENTRE



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LOUTH



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LOUTH

SITE ALLOCATIONS IN LOUTH

Site Reference	LO096	Promoter : Owner known to the Council	
Site Location	Land between 7 and 9a Kidgate, Louth		
Site Description	Private car park		
Site Area	0.76 ha	No of Dwellings	Capacity 5
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is outside flood risk. The site is a private car park surrounded by buildings with no green boundary treatment. The creation of gardens for housing would enhance biodiversity, though being a town centre site this may not occur. There is no impact on the wider landscape. There is an impact on the townscape as the development fronts onto Kidgate, design could mitigate this. The site does lie within the Conservation Area but good design would enhance this as at the present the site is just a car park. The loss of the car park would have to be justified; it does appear to be used though it is not clear who by. It is very close to services and facilities/town centre and there are footpath connections to the town centre. There is a public house to the west of the site and development would have to provide some kind of buffer. Two accesses already exist onto Kidgate, though the design of existing houses around the site are predominantly terrace and this would most likely mean any acceptable development reflecting the Conservation Area would have no frontage off road parking. A small parking court to the rear or side could accommodate the sites vehicles. This site could accommodate 5 frontage terrace houses.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner		

Site Reference	LO155	Promoter: Owner known to the Council	
Site Location	Land to the north of houses on Eastfield Road, Louth		
Site Description	Former gardens		
Site Area	0.29 ha	No of Dwellings	Capacity 8
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is an area of former garden with trees and hedgerows at the rear of houses on Eastfield Road running alongside the canal. There is no impact on the wider landscape because the site is so enclosed. There may be some impact in views from the public right of way along the canal or from the opposite side of the canal, but development would be read against existing buildings so this would be minimal. There would have to be demolition of 119 Eastfield Road to gain access but this would not impact on the townscape or historic environment. Development would on balance cause some impact to biodiversity because the site is quite mature in terms of its fauna and adjacent to the canal which is a wildlife corridor. It is close to services and facilities/town centre, with pedestrian routes to the town centre and other facilities. There is a public footpath running to the rear of the site along the canal which could encourage</p>		

	walking. The majority of services and facilities can be accessed on foot and Louth is a public transport hub. The owner has confirmed that they own the house and are willing to demolish.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	LO301	Promoter Owner known to the Council	
Site Location	Land to the east of the A16, Louth		
Site Description	Agricultural Land		
Site Area	2.31 ha	No of Dwellings	Capacity 60 reduced to 5
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with mature boundary treatments of hedges and trees. The site slopes down from the A16 to the houses along Grimsby Road, it is well screened from Grimsby Road by development and from the A16 by its boundary treatment, so there would not be an impact on the wider landscape. There would be no impact on the townscape or historic environment. It is close to services and facilities/town centre being 1 km from the town centre and close to employment, secondary school and hospital. Access would be via Fanthorpe Lane which would need upgrading, this is possible but hedges would have to be replaced. The close proximity to the A16 would mean that a buffer zone would have to be provided which could be green space linked into the footpath which runs out onto the A16. Capacity has been reduced to take this into account and to account for the size of Fanthorpe Lane and the impact removal of the hedges would have.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

SITE HAS PLANNING PERMISSION GRANTED 25/7/2016 after the plan period commenced			
Site Reference	LO302	Promoter Owner known to the Council	
Site Location	Land off Grimsby Road, Louth		
Site Description	Agricultural Land		
Site Area	13.9 ha	No of Dwellings	Capacity 342 reduced to 240 Affordable housing 30% - 72 Extra Care Provision - 80

Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with mature boundary treatments of hedges and trees along the A16 and Fanthorpe Lane. The site slopes down from the A16 to the houses along Grimsby Road. It is well screened from Grimsby Road by development and from the A16 by its boundary treatment. The Lincolnshire Wolds Area of Outstanding Natural Beauty abuts the western boundary of the site and there is not a strong landscape boundary in this area. The land starts to plateau in this area so may be more visible in views from the A16 and so how the site is developed and landscaped will be an important part of developing this site. There would be no impact on the townscape or historic environment. It is close to services and facilities/town centre; being 1km from the town centre and close to employment, secondary school and hospital. Access would be via Grimsby Road. The site will be required to provide green infrastructure and the close proximity to the A16 would mean that a buffer zone would have to be provided which could be green space to serve the development and will help to provide for biodiversity.
Infrastructure	No major infrastructure constraints to the development of the site. There is an approval of planning permission but the decision has not been issued yet, it is waiting for the signing of a S106 agreement.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	LO305	Promoter: Owner known to the Council	
Site Location	Land off Brackenborough Road, Louth		
Site Description	Agricultural Land		
Site Area	4.99 ha	No of Dwellings	Capacity 129 Potential affordable housing 30% - 38
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with low hedges for boundaries. The site will be visible in views from Brackenborough Road, and it slopes up slightly towards the east which will elevate development in these views. There would be no impact on the townscape and no impact on the historic environment. There would be some impact on wider views. There would be no impact on the townscape and no impact on the historic environment. It is reasonably close to local services and facilities and 1.5 km from the town centre. There is a footpath leading to the town. Access can be created onto Brackenborough Road.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	LO311	Promoter: Owner known to the Council	
Site Location	Land to the rear of Chestnut Drive, Louth		
Site Description	Agricultural Land		
Site Area	12.03 ha	No of Dwellings	Capacity 275 Potential affordable housing 30% - 82
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field. Monks Dyke also runs along the southern boundary of the site. There are opportunities here to introduce landscaping that would improve biodiversity. Boundary treatment is hedges. The site though large is enclosed by development on two sides and there are no public views into or out of the site. Therefore, it would not impact on the wider landscape, and the site would not impact on the townscape. Two properties will be demolished to gain access but they are not of historic interest. Potential Medieval remains comments raised by Historic England will need an Archaeological Assessment to determine whether medieval remains exist and to what extent. Lincolnshire County Council Archaeology Service made no adverse comments. The site is reasonably close to the services and facilities/town centre and sport and recreation facilities. The vehicle access is going to be off Chestnut Drive with the demolition of two properties. Pedestrian linkages will be provided to the adjacent development site to enable access to the centre of Louth. The landowner has had a transport assessment carried out and there is capacity in the network to take additional vehicles.</p>		
Infrastructure	No major infrastructure constraints to the development of the site. The developer has undertaken a number of studies for the site including a flood risk assessment, a geo-environmental desk top study and highways assessment and this has shown no major issues.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected to be phased the developer has not indicated how many houses they expect to build each year other than the site will come forward within the first five years. The build out phase is likely to run over this period into the second phase of the Plan.		

Site Reference	LO312	Promoter: Owner known to the Council	
Site Location	Wallis House, Birch Road, Louth		
Site Description	Disused social services building and land		
Site Area	1.40 ha	No of Dwellings	Capacity 38 Potential affordable housing 30% - 11
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a disused county council building and surrounding land. Boundary treatment is hedges. The site is fairly enclosed though it can be seen from the adjacent playing field; development of the site would tidy it up and improve the townscape. There is no impact on the historic environment. The site is reasonably close to the services and facilities'/town centre the access is going to be onto Birch Road, the access is too narrow onto Monks Dyke Road; there are footpath links to the centre. The site is also adjacent to a playing field and the leisure centre.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		

Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.

Site Reference	LO313	Promoter: Owner known to the Council	
Site Location	Land to the north of Legbourne Road, Louth		
Site Description	Agricultural Land		
Site Area	33.93 ha	No of Dwellings	Capacity 881 reduced to 280 Potential affordable housing 30% - 84
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk apart from the rear 10%. The site is agricultural land contained and divided by hedgerows except the western boundary which has an open frontage. The site offers wider views to the north east and east but there are boundary treatments which soften the impact. However, there would be an impact on the landscape as there are views from Legbourne Road across the majority of the site. The site would also be visible in views from the top of Kenwick Hill which gives a sweeping view, especially of the southern part of the town, across towards the sea but the views go over the top of the site. There is also a public right of way along the eastern edge of the site and the site will be visible to users of this footpath. There would not be an impact on the townscape as the site adjacent to the existing built environment and it forms a natural extension to the town. There is no impact on the historic environment. Potential Medieval remains comments raised by Historic England will need an Archaeological Assessment to determine whether medieval remains exist and to what extent. Lincolnshire County Council Archaeological Service made no adverse comment. The site is reasonably close to the services and facilities and 1.5 km from town centre. The access is going to be onto Legbourne Road. There are no footpath links until you get to the built up section of Legbourne Road but there is room to create one and there is an opportunity to bring a separate pedestrian link onto Legbourne Road further to the north where they are already in place. There is a public footpath which runs at the rear of the site, which could encourage walking and provide a wildlife corridor. Capacity reduced following a Public Inquiry where the Inspector said that development behind the existing frontage along Legbourne Road could be acceptable but development moving south out along Legbourne Road would harm the landscape and not be a sustainable form of development for the Town. The capacity also reflects after discussions with the developer of the site the ability to ensure the main access is out onto Legbourne Road and not through the adjacent residential housing, this will also allow for more green space on the site and a lower density of development adjacent to the open countryside.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability. A planning application on the site did not raise this as an issue.		
Phasing	The delivery of the site is expected within the first five years of the plan as confirmed by the developer of the site.		

Site Reference	LO325	Promoter Owner known to the Council	
Site Location	Land off Shearwater Close, Louth		
Site Description	Grassed field		
Site Area	2.11 ha	No of Dwellings	Capacity 54 Potential affordable housing 30% - 16
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a grassed field with mature hedges and trees for boundaries. The land is quite flat and enclosed by its boundary treatments so would not have an impact on the wider landscape. There is no impact on the townscape this is a natural extension to the built environment, no impact on the historic environment. The site is reasonably close to services and facilities/town centre and there is a footpath connection via Shearwater Close. A vehicle access can be formed via Shearwater Close; there is also the potential for pedestrian access from Amanda Close and Willow Drive. A planning application on the adjacent land did not raise issues regarding the wider highway network.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.		

Site Reference	LO326	Promoter: Owner known to the Council	
Site Location	Land off Eastfield Road, Louth		
Site Description	Agricultural Land		
Site Area	4.66 ha	No of Dwellings	Capacity 122 reduced to 76 Potential affordable housing 30% - 22
Suitability of the site in broad planning terms	Yes the site is suitable. Yes the site is suitable. The site is not in flood risk. The site is agricultural land with mature hedges and trees for boundaries apart from the south west where there are houses along Park Row. The land rises up from Eastfield Road, but is quite flat further into the site and enclosed by its boundary treatments. The impact on the wider landscape will depend on the treatment to the Eastfield Road frontage. There is no impact on the townscape or on the historic environment. The site is 1.5 km from the town centre but it is starting to move out into the open countryside, there is a footpath connection along Eastfield Road. A vehicle access can be formed via Eastfield Road. There is a public footpath on the opposite side of the road linking into a wider footpath network which could encourage walking. Capacity has been reduced by 46, the half of the site has planning permission and the layout leaves two possible accesses into the land at the rear.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		

Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.

Site Reference	LO329	Promoter Owner known to the Council	
Site Location	Land off Legbourne Road, Louth		
Site Description	Agricultural Land		
Site Area	3.44 ha	No of Dwellings	Capacity 89 Potential affordable housing 30% - 26
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is agricultural land contained by hedgerows except the eastern boundary which has a reasonably open frontage. The site is fairly well contained and would not impact on the wider landscape. There would not be an impact on the townscape because this site is a natural extension to the town, though the site to the north which was granted permission in November 2016 should be developed first. There is no impact on the historic environment. Potential Medieval remains comments raised by Historic England will need an Archaeological Assessment to determine whether medieval remains exist and to what extent. Lincolnshire County Council Archaeological Service have made no adverse comment. The site is reasonably close to the services and facilities'/town centre the access is going to be onto Legbourne Road. There are no footpath links until you get to the built up section of Legbourne Road but there is room to create one.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.		

Site Reference	LO341	Promoter: Owner known to the Council	
Site Location	Land off Bluestone Rise, Louth		
Site Description	Grassed fields and former tennis courts		
Site Area	0.59 ha	No of Dwellings	Capacity 15 reduced to 5
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a grass field and was the former playing field for a local school. There would be no impact on the wider landscape the site is quite enclosed. There is no impact on the historic environment. The site was formerly playing fields for the local school but there is no evidence that these were open to use by the wider public and they have been unused for some time. The site is reasonably close to services and facilities, including recreation facilities, and the town centre with footpath links via Bluestone Rise. An access can be formed onto Bluestone Rise for a limited number of dwellings. The capacity has been reduced to reflect this, no access should be formed off Julian Bower, and it is too narrow and cannot be widened without causing significant harm to its rural character.		
Infrastructure	No major infrastructure constraints to the development of the site.		

Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The landowner has indicated that they are going to bring the site forward in the first five years.

Site Reference	EMP LO1	Promoter: East Lindsey District Council
Site Location	North of Fairfield Industrial Estate, Louth	
Site Description	Agricultural Land	
Site Area	4.1ha	
Suitability of the site in broad planning terms	<p>The site lies immediately to the north of the existing industrial estate and is in the ownership of the Council with the intention of providing an extension to the existing estate. It is well related to existing development and businesses and can benefit from those linkages. There is good access from the existing road network that will require only a short extension to Nottingham Road to link directly to the site via a break in the existing landscape buffer on the existing northern boundary of the estate. The site has mature hedges to the eastern, western and southern boundaries. To the west of the site the former railway line provides a strong hedge line and this should be retained and re-inforced as part of any development to screen the views from the west over open fields.</p> <p>The land to the north and west is part of the adjoining Brackenborough Hotel site where planning permission has previously been granted for the extension of tourism and leisure uses to include outdoor pursuits. Further landscaping may be required to protect the potential for the development of that area.</p>	
Infrastructure	There are no major infrastructure constraints to the development of the site.	
Deliverability of the site	The site is owned by the Council who are intending to bring the site forward to meet need identified from potential developers.	
Viability of the site	There are no known constraints which would affect the viability of the site.	

Site Reference	EMP LO2	Promoter: Owner is known to the Council
Site Location	West of the A16 and Fairfield Industrial Estate, Louth	
Site Description	Agricultural Land	
Site Area	9.9 ha	
Suitability of the site in broad planning terms	<p>The site is located close to the edge of Louth and has good access onto the adjacent main road. It has the benefit of outline planning permission, granted as part of a 1993 approval, and implemented with the construction of a factory on the site frontage, with which it shares an access. The Local Plan aims to formalise that status. It is considered that provided the design and scale of any development takes into account the potential impact on both the</p>	

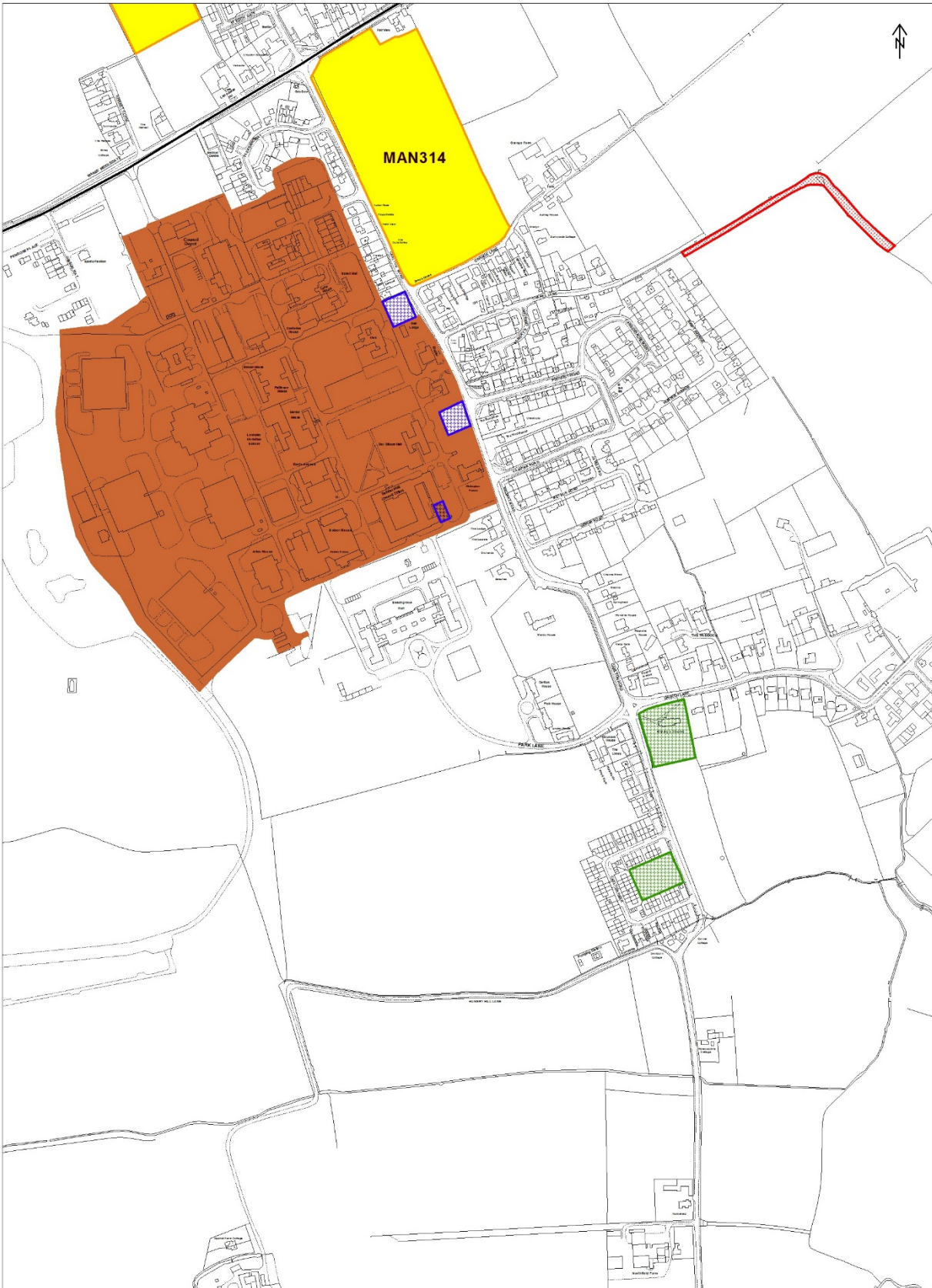
	nearby Lincolnshire Wolds AONB and on the wider environment to reflect its prominent location that the site remains a suitable location for employment use.
Infrastructure	There are no major infrastructure constraints to the development of the site.
Deliverability of the site	There Council knows of no reason why the site should not be brought forward and developed.
Viability of the site	There are no known planning constraints affecting the viability or deliverability of the site.

Site Reference	GYP/TRA 1	Promoter: Owner is known to the Council	
Site Location	Land off Brackenborough Road, Louth		
Site Description	Unimplemented Gypsy/Traveller Site		
Site Area	1.71 ha	No of Dwellings	Capacity 11 pitches (permanent site)
Suitability of the site in broad planning terms	Yes the site is suitable. The site has already obtained planning permission for a gypsy and traveller site. Biodiversity and noise impact were already considered by the Inspector at that time and noise attenuation was part of the conditions of the approval. The site is outside of flood risk. There is an identified need for permanent Gypsy and Traveller accommodation in the District to meet the need of those already in unsuitable accommodation in the area. It is within walking distance of local shops and services and is 2km from the town centre. Access can be created onto Brackenborough Road, safe access can be provided. The location of the site, on the edge of a town, enables access to services and facilities including shops, medical, recreation and education facilities.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The Council is negotiating for the purchase of the site and will then ensure that the permission already in place is implemented.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	It is anticipated that the site will be brought forward as soon as possible after completion of the purchase.		

MANBY/GRIMOLDBY

SETTLEMENT	MANBY/GRIMOLDBY
Description of the services and facilities in the settlement	The settlement has two food shops, a primary school, a large employer, a pub, a preschool facility. The village has a post office, two community halls, public playing field and children's playing area. There are three other shops, two cash points, three places of worship. It is on mains drainage, has a doctor's surgery, a sports facility, shoppers' bus service and two cemeteries. Parts of the former RAF Station have been developed as an employment site supporting a variety of businesses.
Location	<p>The 'combined' settlement of Grimoldby/Manby lies about 4 miles east of Louth on the B1200. Although not part of the strategic network the road is an important link to the coast connecting with the main coast road 5 miles beyond the village.</p> <p>The bulk of development has occurred on Tinkle St in Grimoldby and Carlton Road in Manby, which lead off the main road and have distinct features.</p>
Character	<p>The character of the settlement is dominated by its recent history as an RAF base. The hangar buildings and a stand-alone housing estate dominate the approaches and much of Manby reflects its RAF heritage both in terms of housing and other buildings.</p> <p>A large proportion of the housing in Manby was originally service accommodation, from the smaller terrace that forms the southern boundary through to the larger urban estates in the centre of the village. Despite this much of Manby is characterised by its tree lined roadways giving it a rural, wooded appearance, particularly along the older lanes leading off Carlton Road which is the main street and, it is important that this distinctive aspect of the village is retained.</p> <p>By comparison Grimoldby has a more traditional, linear layout with development stretched along Tinkle St and the smaller side roads. For the most part it is more rural in nature despite some recent development such as the Orchard Park estate.</p> <p>Although Grimoldby and Manby have long been regarded jointly as a well-established large village which acts as a dormitory for Louth and a strong local centre serving nearby villages both are large villages in their own right. The Council considers it important that the two settlements retain their individual identities and do not coalesce, and to that end, the Plan seeks to limit development along the frontage of Manby Middlegate and Carlton Road. Any development in this vicinity should therefore provide a green buffer to maintain that sense of separation.</p>
Population & Housing	<p>The resident population of Grimoldby in 2011 was 995 persons, an increase of 44 (4.6%) over the 2001 Census figure. Manby grew by 4% over the same period from 733 to 759.</p> <p>The population structure in the two villages is similar. Notable variation exist in i) the 45 to 59 age band with Manby having 4% fewer of that age; and ii) the 60 to 74 age group where Manby has a higher percentage (24%) than Grimoldby (17%). In this case the Manby figure is comparable with the East Lindsey average (23.6%). Both villages have a smaller number of over 75's than the average and above average numbers in the 0 to 60 age groups.</p>

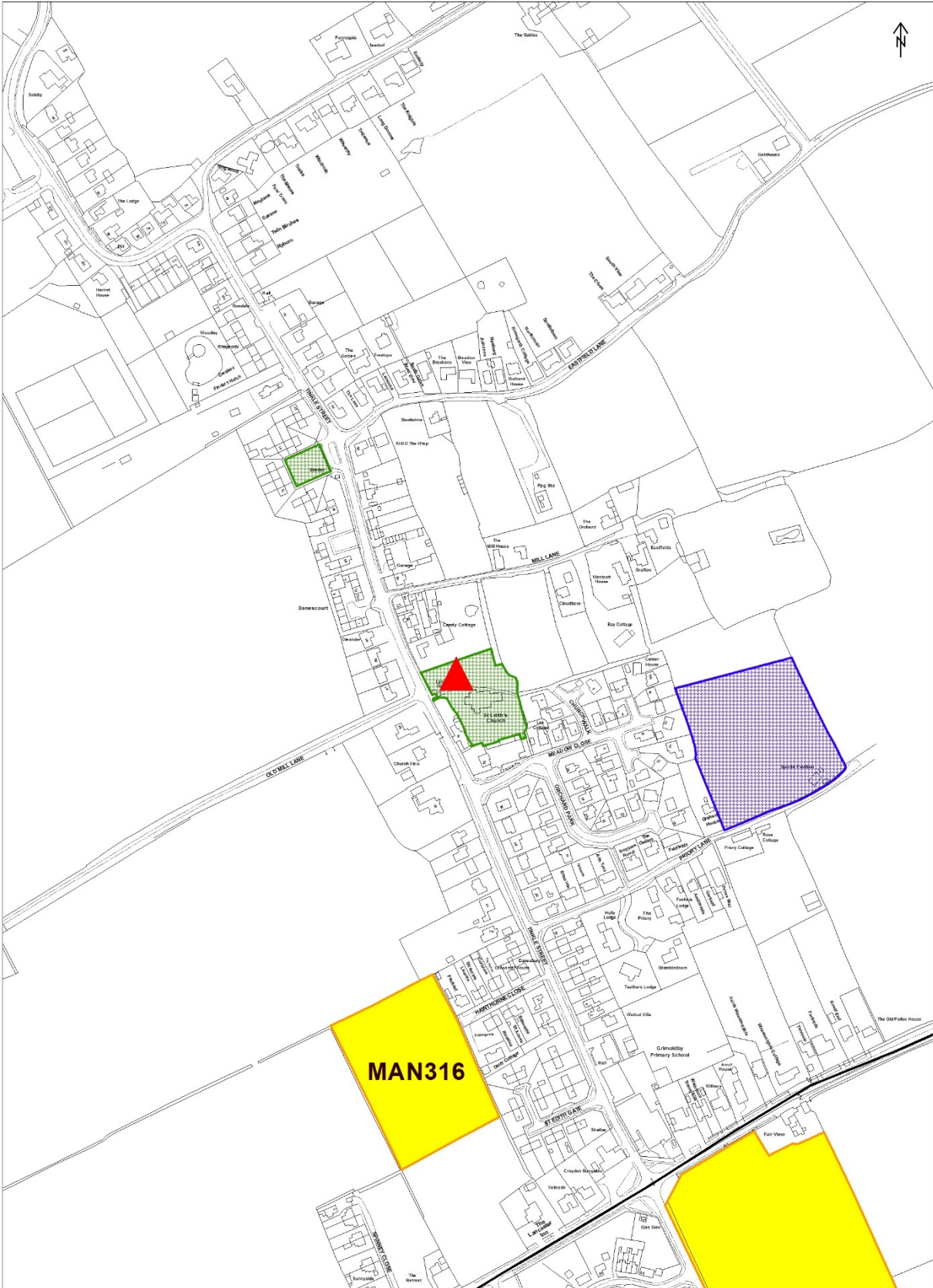
	<p>The Census records 428 dwellings in Grimoldby giving an average of 2.32 person per household whilst for Manby the figures are 326 dwellings at a density of 2.33 both figures are higher than the District average of 2.19pph.</p> <p>A consequence of a younger population is that the number of homes where the head of the household is over 65 is 28.8% in Grimoldby and 33.4% in Manby compared to the EL average of 37.5%. In Grimoldby 82.4% of over 65's own their home whilst in Manby the equivalent is 95.4% - the EL value is 77.9%.</p>
Employment	<p>Significant parts of the former RAF station buildings have been converted to a variety of business uses and it is considered important to protect this important element of the villages because of the employment it provides.</p> <p>Both Grimoldby (64.4%) and Manby (59.4%) recorded higher than average rates of employment at the Census, with 10% more full time employees in Grimoldby than the average (29.8%). The main employment sectors are Wholesale and Retail Trade (Vehicle Repairs) (19.2%) Health & Social work (14.5%) and Education (10.4%) in Grimoldby. Those same sectors are also the most popular occupations in Manby although there are fewer employed in the motor trade. The figures are fairly typical of the District.</p> <p>There is a number of large employers, primarily based in Manby and numerous small scale businesses that make use of the former RAF buildings and newer purpose-built properties on the 'airfield'. There is additional capacity on the site in the form of unused buildings.</p>
Infrastructure	<p>Access. In addition to the range of facilities available in the villages, their proximity to Louth provides accessibility to all key services. However, this does not include a commuter bus service.</p> <p>Water Infrastructure - Manby is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with water the facility is red and may require enhancement to treatment capacity. Water resources/supply is green.</p> <p>Education. Primary School capacity in Grimoldby is limited. Secondary education is available in Louth.</p> <p>Health. There is a GP surgery in the village, from the information available it appears there is additional capacity at present.</p>
Further commentary	<p>Manby/Grimoldby is a settlement that for its size has a good range of services and facilities. It is located near to Louth which provides additional access to residents for other services which the village does not have. As indicated above evidence from Lincolnshire County Education suggests that the school currently has limited capacity and, further growth is likely to put further pressure on the school however this could be mitigated against by the use of developer contributions.</p>



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Scale 1:4500

MANBY



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Scale 1:3000

GRIMOLDBY

SITES FOR ALLOCATION IN MANBY/GRIMOLDBY

Site Reference	MAN316	Promoter: Owner is known to the Council	
Site Location	Land to the rear the former health centre on the B1200, Manby		
Site Description	Former caravan site		
Site Area	1.43 ha	No of Dwellings	Capacity 27 Potential affordable housing 30% - 8
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk, it is close to services and facilities including the doctors and the school there is a footpath on side of the road leading to the village centre but the site does rely on the front part of the site coming forward otherwise it is landlocked, there is an access through both sites shown on the details of the planning application in 2011 for the front part of the site, with no obvious ransom strip, both areas were in the same ownership in 2011. The site is screened from the road by the fact that the front part of the site has planning permission and is going to be developed and it would not impact on the wider landscaping. The site would not impact on the townscape or historic environment.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first ten years of the plan period, because the development of the site in front has to take place first in order to gain access into the MAN316.		

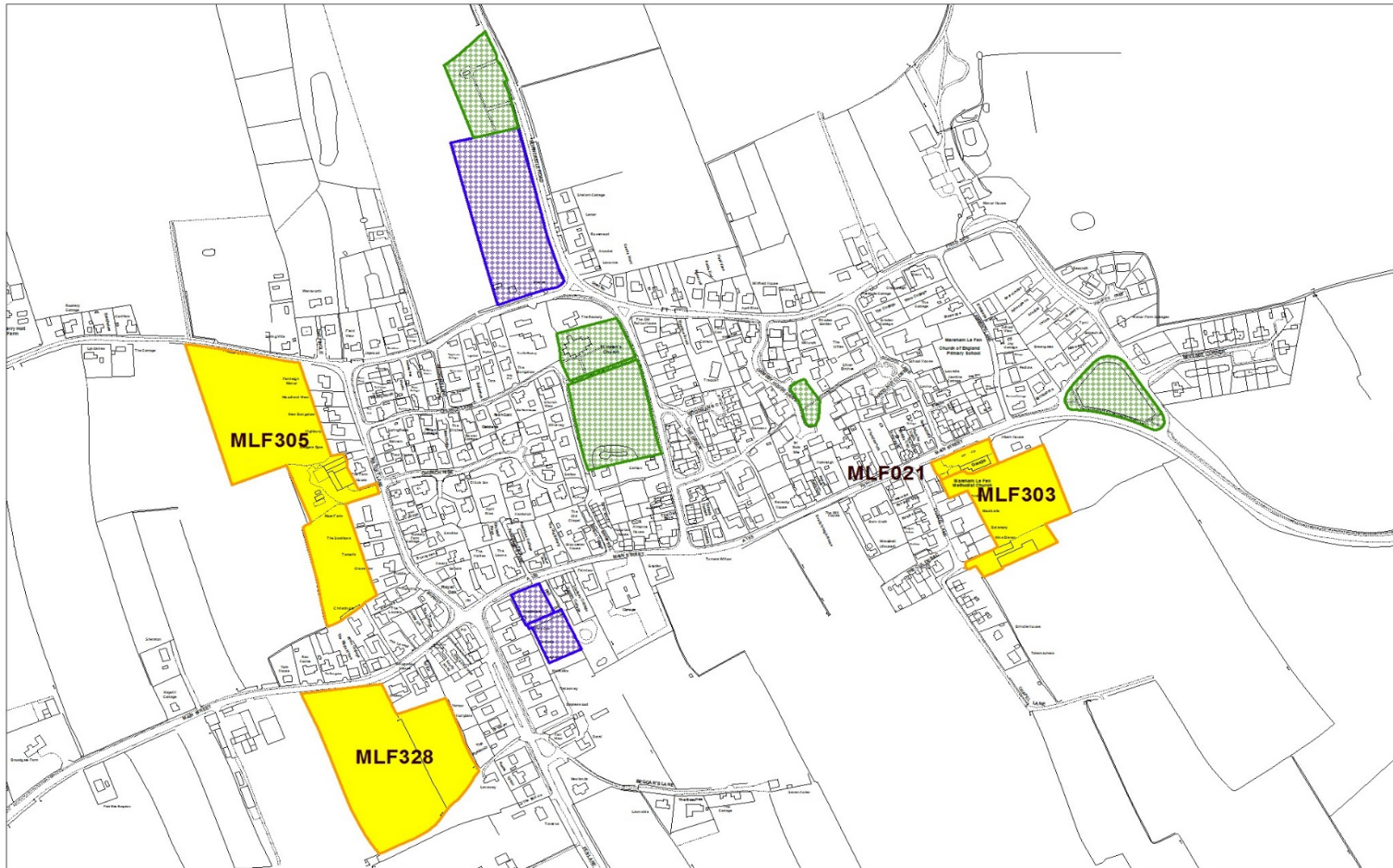
Site Reference	MAN314	Promoter: Owner is known to the Council	
Site Location	Land to the east of Carlton Road, Manby		
Site Description	Agricultural Land		
Site Area	4.94 ha	No of Dwellings	Capacity 94 reduced to 50 Potential affordable housing 30% - 15
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk, it is very close to services including the post office, shop, doctors and school and there is a footpath on the other side of Carlton road to connect to the village centre with room to provide one on the side of the site. The site does not have very good boundary treatment and development of it would impact on wider views of the landscape. Any landscaping would enhance biodiversity. The site would not impact on the townscape because this is the centre of the village and it would be expected that the centre would develop, the site could provide a village green for the two villages this would ensure that there was still a form of separation between them. Capacity has been reduced to take this into account. The site would not impact on the historic environment.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		

Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the last five years of the plan period.

MAREHAM LE FEN

SETTLEMENT	MAREHAM LE FEN
Description of the services and facilities in the settlement	Mareham le Fen is a large village with two food shops, a primary school, a large employer, public house and a preschool facility. It is on the strategic road network, has a post office, community hall, 2 sports clubs, 2 other shops, a church and a bank cash point. The village is on mains drainage.
Location	The village is located on the A155, approximately 4.5 miles from the towns of Coningsby/Tattershall, 8 miles from Horncastle and 13 miles from Boston to the south.
Character	<p>Mareham has grown from a linear village along the A155 to encompass a series of lanes that form a loop to the north - enclosing the church and most of the facilities, to grow into a more compact, nucleated settlement.</p> <p>Both the western and eastern entrances to the village are clearly defined. They are characterised by being only partially developed on the southern side of the A155. The eastern entrance is however the more imposing in terms of the village setting, with the approach on a bend between parkland character on the north and open fields on the south. The transition between the countryside and village is defined on either side by small, natural green spaces with trees and hedgerows that soften the village edge, and should be protected for that role.</p> <p>The approach from the west is through open fields interspersed by the occasional farmstead and is less dramatic. To the north of the main road the core character of the village is defined by the church and the open space around it along one of the numerous, narrow lanes. In addition to the traditional houses and cottages this part of the village has seen development consolidated by more recent building including some small urban style estates.</p>
Population & Housing	<p>Mareham had a population of 944 in 2011, an increase of just 70 over the 2001 Census. Compared to the East Lindsey averages the village has smaller proportions of younger people notably just 5.9% in the 0 to 9 age group compared to 8.9% (EL). In the older age groups there are 3.4% more people in the 60 to 74 age group and nearly 2% more over 75s.</p> <p>The 439 households in Mareham le Fen have an average occupancy rate of 2.15 persons compared to the District of 2.24.</p> <p>Data on home ownership indicates that of homes in the village are either owned (51.5%) or being bought with a mortgage (30.1%). As a total (81.6%) this is notably higher than the average of 69.2%. In contrast there are a much lower proportion of homes in the private rented sector (5.6%) than the average 15.3% and the number of social rented is also lower than the average by 1.6%.</p> <p>There are a high proportion of households where the head of the house is over 65, (44.6% compared to EL 37.4%)</p>
Employment	<p>At the time of the Census just fewer than 52% of the working age population were working, some 3% lower than the average. Of those working there were 3.6% fewer working part time than the norm (14.3%) and whilst the pattern is broadly in line with the District in other groups, the number of 'retired' was 6% higher at over 30%.</p> <p>The largest employment sectors in Mareham are the Wholesale & retail sector, health, manufacturing and education. In broad terms the</p>

	<p>proportions employed in each follow the District average with the exception of manufacturing which is 13% compared to the average of 9.3%; and the accommodation sector which employs 6% fewer than the average (8.9%).</p> <p>There is a large employer in the village.</p>
Infrastructure	<p>Access. The A155 provides good access to the larger centres of Coningsby and Spilsby and the facilities in the sub regional centre of Boston can be readily accessed. However, although there is a shopper bus facility there is no commuter bus serving Mareham. Access to Horncastle is quite poor, along minor roads.</p> <p>Water Infrastructure – Mareham le Fen is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the facility is amber with water resources/supply being green. The developed area of the village is outside of the Witham 4th Drainage Boards legislative District but within its catchment area. Access to managed surface water outfalls in the village is problematic and requires improvement or new services to be constructed for any major development. The piped systems on Watery Lane and Fen Lane cannot cope with extreme events resulting in surface water flooding, the board has recently adopted the open dyke on Fen Lane. However, development coming forward in the village is able to demonstrate that drainage issues can be overcome.</p> <p>Education. Mareham has a primary school that is recorded as having adequate capacity. Secondary education is available in Coningsby/Tattershall and (some sites) in Horncastle.</p>
Further commentary	<p>As indicated above there are some constraints to development in Mareham in terms of the availability of services and these will require further investment to meet the demand generated by future development.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth and there may be issues with access to managed surface water outfalls. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p> <p>The delivery rate of housing across the village will be monitored during the 5 year review of the Local Plan to assess whether housing is being prevented from coming forward because of the water infrastructure. If it is then the Council will need to consider what if any intervention can take place to rectify the situation or if the allocation will have to be made elsewhere. Because of this issue an additional site has been allocated MF303 which had no adverse comments about drainage from the Witham 4th Drainage Board.</p>



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MAREHAM LE FEN

SITES FOR ALLOCATION IN MAREHAM LE FEN

Site Reference	MLF021	Promoter: Owner is known to the Council	
Site Location	South of Main Street, Mareham le Fen		
Site Description	Petrol filling station		
Site Area	0.18 ha	No of Dwellings	Capacity 3
Suitability of the site in broad planning terms	Yes, the site is suitable. The site is not in flood risk. The site was a petrol filling station with a garage building on it and hard standing at the front. Landscaping would enhance biodiversity on the site. Development of the site would improve the townscape; there would be no impact on the wider landscape because the site is within the settlement. There is no impact on the historic environment. The site is reasonably close to services and facilities and there is a footpath so it is well connected. A vehicle access is available as the site was used as a petrol filling station.		
Infrastructure	No major infrastructure constraints to the development of the site, though it will require clearing and there may be some contamination, drainage can be through the adjacent site MLF303.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period.		

Site Reference	MLF303	Promoter Owner is known to the Council	
Site Location	Land to the rear of the garage, Main Street, Mareham Le Fen		
Site Description	Agricultural land		
Site Area	1.98 ha	No of Dwellings	Capacity 43 Potential affordable housing 30% - 12
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a field with development to two sides, limited boundary treatment to the south and the eastern boundary which is made up of hedging. Development of the site would not impact on the townscape. There is potential for a minor impact on the wider landscape because the southern part of the site would be visible in views when entering the village from the east along the A155. There would also be a slight impact on the historic environment as this view also contains the listed mill. However, both these issues could be resolved through layout and landscaping. The site is reasonably close to services and facilities. The access appears to be off Chapel Lane which is narrow and rural with no prospect of the provision of a footpath. However MLF021 which is the adjacent brownfield site will work with this site to provide a more suitable access onto Main Street. This cooperation will also resolve issues with surface water drainage on MLF021 because the bigger site can provide a suitable SUDs scheme. Pedestrian access can only be onto Chapel Lane. This site therefore must take its access through MLF021 and clearly demonstrate how surface water can be drained from both sites.		
Infrastructure	No major infrastructure constraints to the development of the site.		

Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	MLF305	Promoter: Owner is known to the Council	
Site Location	Moat Farmyard, Watery Lane		
Site Description	Disused farmyard, including buildings and hard standing. Land to the north and south of the farmyard		
Site Area	2.33 ha	No of Dwellings	Capacity 44 reduced to 35 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	Yes, the site is suitable. The site is not in flood risk. The site is comprised of a disused farmyard, including buildings and hard standing and farmland to the north and south of the farmyard. The boundary treatments around the site are open, although there are mature trees within the site. The site will be required to provide green infrastructure which could help soften some of the impacts of the development and assist biodiversity. The boundary to Field Side is quite open. There would be an impact on views from Field Side looking west and south. The site is a natural extension to the built environment so fits in with the existing townscape. There is no impact on the historic environment. The site is reasonably close to services and facilities and there is a footpath on the opposite of Watery Lane; there is no footpath on Field Side which is a very narrow rural lane running along the rear of the site. Vehicle access would be from Watery Lane where there is already a wide access; there should be no access from Field Side, it is too narrow and rural in character. There is a public footpath running along the southern boundary of the site which could encourage walking and this will need to be incorporated in a way that reflects its rural location. Capacity is reduced because the northern part of the site does start to move into more open countryside and density would be lower here.		
Infrastructure	The site is outside the Witham 4th Drainage Boards legislative District but within its catchment area and has no direct connection to a managed surface water discharge point. It should be demonstrated that suitable drainage infrastructure can be provided.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

SITE HAS PLANNING PERMISSION GRANTED FOR PHASE 1, 16/12/2016 after the plan period commenced			
Site Reference	MLF328	Promoter: Owner is known to the Council	
Site Location	Land on the south of Main Street, Mareham Le Fen		
Site Description	Agricultural Land		

Site Area	2.01 ha	No of Dwellings	Capacity 37 reduced to 32 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	<p>Yes, the site is suitable. The site is not in flood risk. The site is an open field with trees and hedges forming the boundary to the rear and the built environment to the east and west; the frontage is open. The site contains and is surrounded by drainage ditches which will provide opportunities for biodiversity which can be supported by landscaping of the site. Wider views out of the site to the east and south are blocked by the boundary treatment and development; there is some impact on the wider landscape to the south west where the site is very open. The site is prominent in views along Main Street, although this is somewhat restricted by adjacent development. The site forms a natural extension to the built environment on this side of the village and therefore would not impact on the townscape. There is no impact on the historic environment. The site is close to services and facilities, there is a footpath link on the other side of the road and there is the room to create a link on the side of the site. A vehicle access can be created onto Main Street. There were issues with drainage and possibly archaeology on this site a planning application was submitted but withdrawn because of issues. These issues appear to have now been resolved. Capacity reduced slightly because the site lies on the edge of the village and therefore should have a lower density.</p>		
Infrastructure	<p>The site has no direct connection to a managed surface water discharge point. Discussions have taken place between the owner of the site and the drainage board in light of which there are no major infrastructure constraints.</p>		
Deliverability of the site	<p>The owner of the site has informed the Council that they are going to bring the site forward.</p>		
Viability of the site	<p>No indication of any constraints that could affect viability.</p>		
Phasing	<p>The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.</p>		

MARSHCHAPEL

SETTLEMENT	MARSHCHAPEL
Description of the services and facilities in the settlement	The village has a good range of facilities including shops, a post office, a garage, 2 public houses and a fish and chip shop, a village hall and primary school, and playing fields.
Location	Marshchapel is located in the low-lying marsh on the A1031 coast road, approximately 11 miles from Grimsby and 12 miles from Louth. The village lies approximately 2 miles from the edge of the coast, and partially within the area susceptible to tidal flooding, with some areas, including the Church being on higher ground.
Character	Although originally a linear settlement more recent development, including 3 estates built during the 1970s around the village hall at the south of the village has created a more urban style. To the north of this area the character is predominantly rural with open spaces and areas of trees, and although there is some newer, bungalow development along minor roads this part of the village is dominated by that natural ambience generated by the Old Hall and Rookery Farm.
Population & Housing	<p>The population of Marshchapel in 2011 was 704 persons, an increase of 18 over the 2001 Census figure. In 2011 a comparison of broad age groups with the District figures shows that the proportion of population in Marshchapel to be broadly in line with the average. The differences are In the 0 to 9 age group were slightly lower, the 10 to 20 there were 2% fewer 20 to 60, and 60 to 75 age groups there were some 2% more than the average, and 2.5% fewer in the over 75's years of age.</p> <p>There were 317 households in 2011 at an average density per house of 2.22 which is marginally higher than the average (EL 2.24).</p>
Employment	<p>At the time of the 2011 Census the total number of economically active constituted 66% of the working age population compared to the District average of 61%. The full and part time proportions were slightly lower than the average whilst the percentage of unemployed stood at 5.5% compared to 4% over the rest of the district.</p> <p>Although the nature of employment in Marshchapel with the wholesale and retail; repair of motor vehicles and health being the largest sectors, the proportions employed in other sectors differ considerably. The construction and manufacturing sectors are more 'important' than education, and agriculture also employs a higher percentage of workers (7.1% to 4.5% EL average).</p> <p>There are no major employers in the village.</p>
Infrastructure	<p>Access. The A1031 provides good access to Grimsby the largest centre locally, but links to Louth are of a poorer quality. There is a commuter bus service to Grimsby.</p> <p>Water Infrastructure - Marshchapel is served by the North Cotes Water Recycling Centre. Using red, amber and green to indicate issues with the water system the settlement is green.</p> <p>Education. Marshchapel School is identified as having adequate capacity and, given the limited growth potential this situation is unlikely to change. Secondary education is available in North Somercotes and Louth.</p>

	Health. Marshchapel does not have a doctors surgery these are available at North Somercotes (5 miles) N. Thoresby (5m).
Further commentary	The most significant issue in Marshchapel is coastal flood risk, which discounts available sites from being considered.



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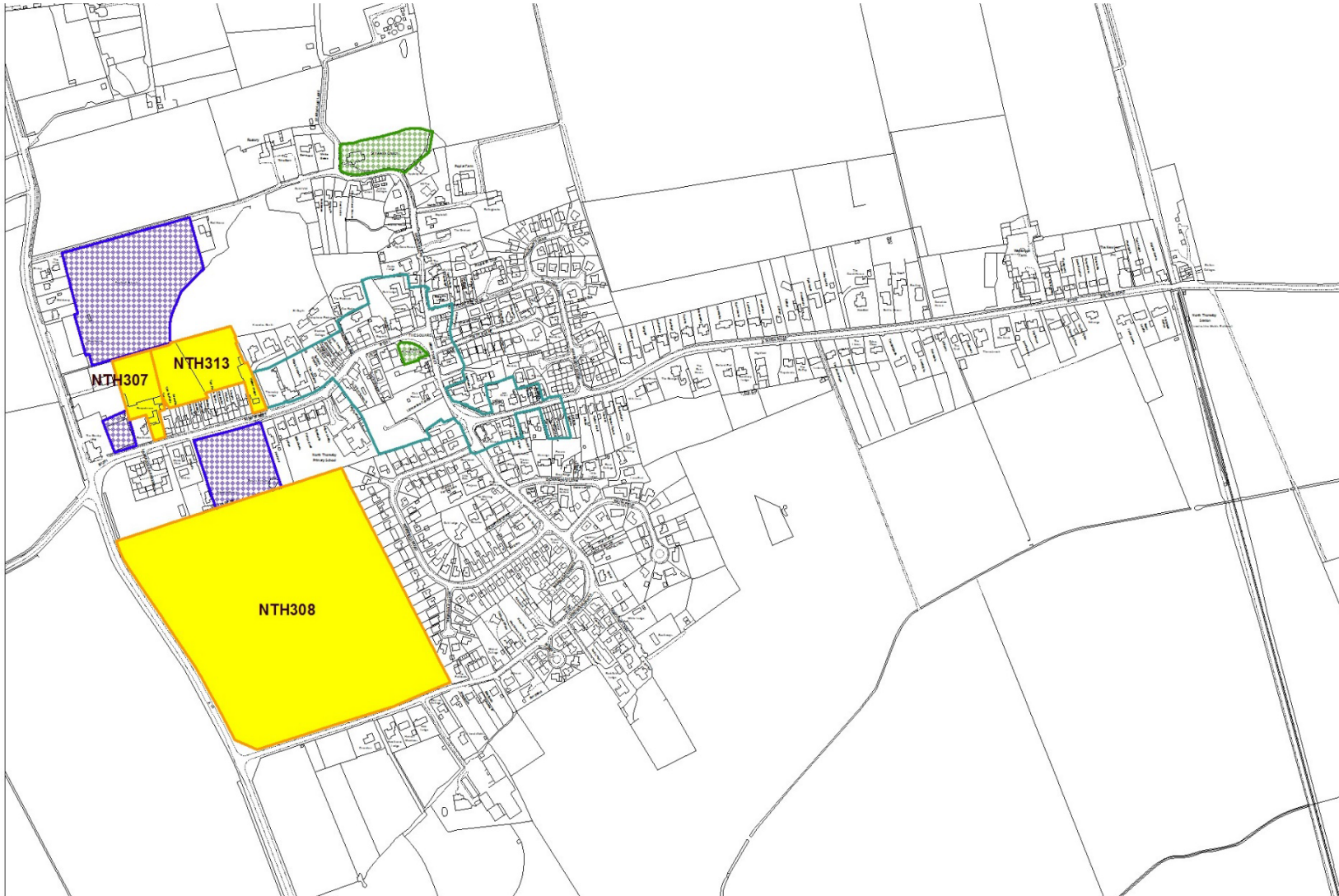
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MARSHCHAPEL

NORTH THORESBY

SETTLEMENT	NORTH THORESBY
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	<p>The village is a large village with a food shop, primary school, employment, large employer, two public houses, a commuter bus service and preschool facility. It is on the strategic road network, has a post office, two community halls, public playing field, children’s play area, four other shops, a cash point and two places of worship. It is on mains drainage, has a doctor’s surgery, two sports facilities’, vets and a cemetery.</p>
Location	<p>The village lies alongside the A16 the main north to south route through the District. It is approximately half way between Grimsby and Louth – about 8 miles from each.</p>
Character	<p>Most development including some estate development is focussed around the centre of the village which has retained its historic character and is a designated Conservation Area and future growth should be concentrated around this part of the village to keep its compact nature.</p> <p>Over time the village has spread eastwards in a linear pattern along the tree ‘lined’ Station Road frontage, creating a different, more open and rural character where ‘backland’ development would distort the linear pattern and intrude into the open countryside.</p> <p>For development alongside the A16 there should be protection of a valuable amenity and a buffer open space between the village and the road, this will protect the future occupants of homes from noise from the adjacent main road and protect the rural setting of the village from the A16.</p>
Population & Housing	<p>The Census records a fall in population in North Thoresby over the period 2001 to 2011 of 80 persons to 1068.</p> <p>In terms of the population structure the key differences between North Thoresby and the East Lindsey averages are 0 to 10 yrs North Thoresby 6.7%, EL 8.9% and age 60 to 75 years North Thoresby 28% , EL 23.6% The Census records 489 households in 2011 with an average 2.18 persons per household, close to the district figure of 2.24 and suggest a top heavy age structure.</p> <p>In 42.9% of houses in North Thoresby (EL 37.4%) the head of the household is over 65 and 83% are owner occupied. (EL average 77.9%)</p>
Employment	<p>The 2011 Census indicates that the numbers in employment is broadly in line with the pattern across the District with 61.35% of the working age population recorded as being economically active compared to the average of 60.8%. Of those in employment at that time there were fewer in part time jobs (21.14%: 23.5%) and 5% more in full time employment. At 2.8% the unemployment rate at the time was also markedly below the 4.0% average.</p> <p>In terms of the type of occupation there are a number of differences between North Thoresby and the district averages. Although wholesale and retail activity is the largest sector as a proportion it is 2.5% lower than the average, whilst education and manufacturing rather than health and education are the next most ‘popular’, with 4% and 3% more being employed in those sectors than the average. Another notable difference</p>

	<p>is the higher proportion employed in professional and technical work (6.9%) compared to the 3.8% average.</p> <p>It seems reasonable to assume that the proximity of the village to Grimsby and the Humber Bank influences these figures and the lower than average numbers employed in other sectors.</p>
Infrastructure	<p>Access. North Thoresby has good road links to the sub-regional centre facilities in Grimsby and the market town of Louth including a regular bus service for commuter and shoppers.</p> <p>Water Infrastructure – The settlement is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the facility is amber with water resources/supply being green.</p> <p>Education. There is a primary school in the village. Secondary Education is available in Louth.</p> <p>Health. There is a GP surgery in the village which is part of a group practice. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p>
Further commentary	<p>The pattern of the village, bounded on the west by the A16 with tightly packed development around a central node with a single linear spur means there are limited opportunities to build on its compact form.</p> <p>In common with much of East Lindsey, the majority of sites that have been proposed in North Thoresby are greenfield sites; due to the low level of brownfield options in the District.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centres will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p>



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NORTH THORESBY

SITE ALLOCATIONS IN NORTH THORESBY

Site Reference	NTH307	Promoter Owner is known to the Council	
Site Location	Land off the High Street, North Thoresby		
Site Description	Grassed paddock and garden		
Site Area	0.54 ha	No of Dwellings	Capacity 10
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a grassed field to the rear of an existing property with its garden; its boundary treatment is hedges and trees. The site is enclosed by existing development so there would be no impact on the wider landscape. There would be an impact on the townscape, the existing property would need to be demolished to gain access but it is not historically significant and its loss would not impact on the street scene. There would be no impact on the historic environment, though given the location of the site in relation to the centre of the village an archaeological assessment should be carried out prior to development commencing. The site is close to services and facilities' with a footpath leading to the centre of the village		
Infrastructure	No major infrastructure constraints to the development of the site. The main house will need to be demolished.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	NTH308	Promoter Owner is known to the Council	
Site Location	Land off the A16, North Thoresby		
Site Description	Agricultural Lane		
Site Area	10.77 ha	No of Dwellings	Capacity 206 reduced to 130 Potential affordable housing 30% - 39
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is agricultural land running alongside the A16 and the south of the High Street. Its boundary treatment is hedges and trees. The site is very open from the A16 and the development would have a significant impact in view from the west towards the village. Views of the landscape from within the village are somewhat blocked by the existing development line. There would not be an impact on the townscape; the site forms a natural extension to the existing pattern of development. With regard to the historic environment; the setting of Walnut Cottage (listed building) is not affected by this site due to the southerly setting of the building. The impact from the west is already impacted by the modern terraces. The main setting of the Thatched Cottage / The Farmhouse (listed building) is the square and the north of the building therefore this site which lies to the south has no impact on the setting. There are views of Lincolnshire Wolds on the western edge of the site therefore development on this site may impact the historic Wolds/Marsh setting when looking down from higher elevations. When the site comes forward the roof tiles should blend in with the surrounding area. The site is close to services and facilities, however, the proposed access would be onto Ludborough Road which has no footpath or street lighting and this should be provided or an alternative access found. A possible pedestrian access		

	could be either through NTH309 or through the cricket ground adjacent to the site; without this the distance walked to access services would be approx 700 metres. There should be no access onto the A16 because of danger to road users. This site would be required to provide green space/open space, it will also require a buffer between it and the A16 to minimise noise impact from the busy main road. On balance the fit in with the existing pattern of development outweighs the impact on the landscape and providing a well set out planted buffer zone is provide the site is suitable. Capacity has been reduced to include this buffer zone.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	NTH313	Promoter: Owner is known to the Council	
Site Location	Land off the High Street, North Thoresby		
Site Description	Grassed paddock and garden		
Site Area	1.11 ha	No of Dwellings	Capacity 25
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is grassed fields to the rear of an existing property with its garden; its boundary treatment is hedges and trees with some TPO trees along the northern boundary and a row of trees within the site. It is enclosed by existing development and the trees so there would be no impact on the wider landscape. With regard to the historic environment there is minimal impact through an archaeological assessment should be carried out prior to commencement of any work. Lincolnshire County Council Archaeology Services have not made any adverse comments. There would be an impact on the townscape, the existing property would need to be demolished to gain access but it is not historically significant and its loss would not impact on the street scene. The entrance to the site lies adjacent to the conservation area, but any impact on its setting can be mitigated. LCC have stated to the landowner that the access is adequate. The site is close to services and facilities' with a footpath leading to the centre of the village.		
Infrastructure	No major infrastructure constraints to the development of the site. The main house will need to be demolished.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

PARTNEY

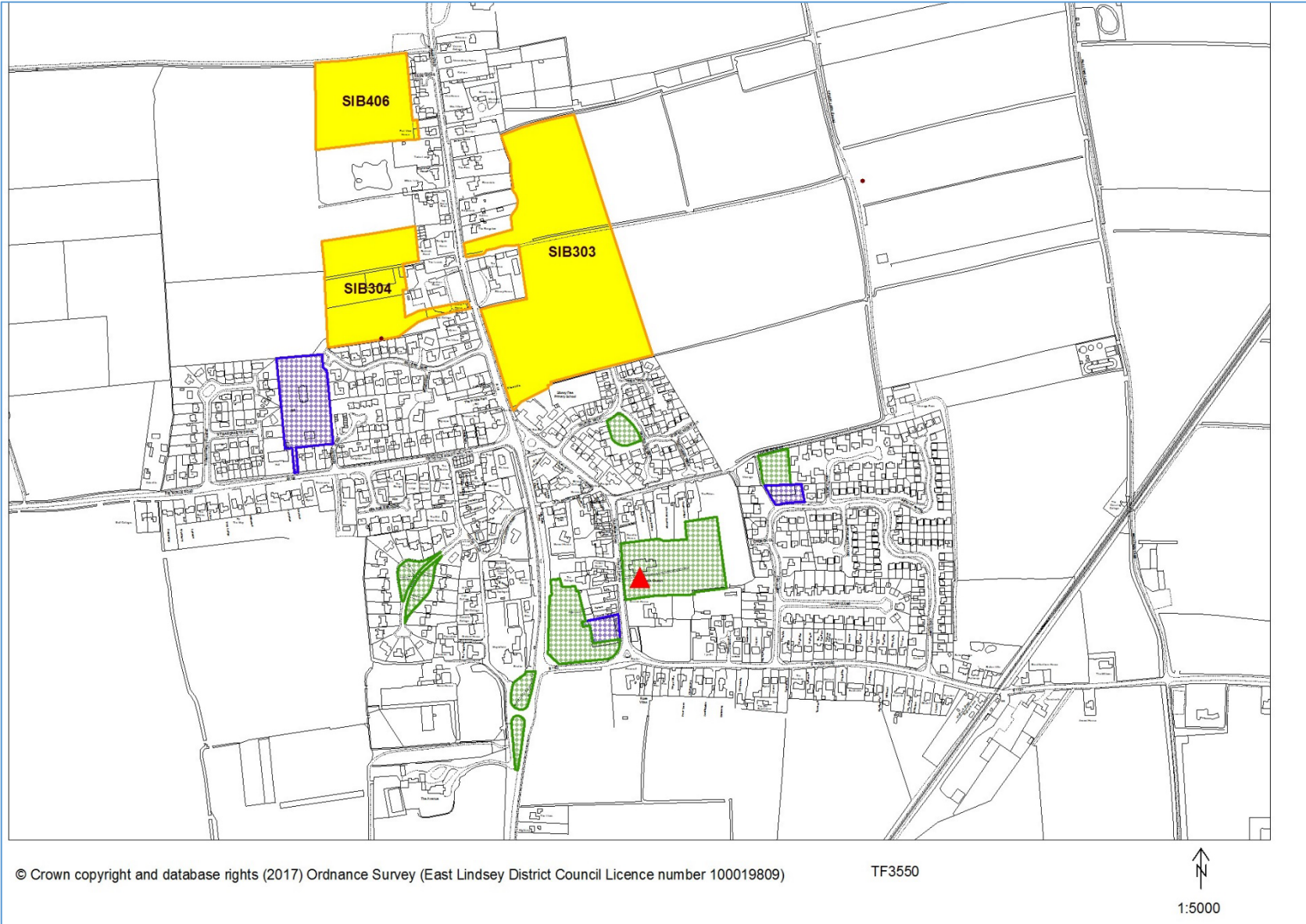
SETTLEMENT	PARTNEY
Description of the services and facilities in the settlement	Some of Partney's facilities, the Church, Primary School, village hall and pub are located in the core of the village. Others such as the (food) shops and petrol filling station are separate from the village along the bypass.
Location	Partney is located on the edge of the Lincolnshire Wolds that rise just to the north of the village, and is 1½ miles north of Spilsby. Originally at the crossroads of the A16 and A158, the main north to south and east to west routes across the District the village was bypassed to the south and west in 2003/4. It is 11 miles from the main centre of Skegness.
Character	<p>Partney is a small, compact village whose core has developed around the T-junction of the main roads around the Church that stands on high ground and dominates the village. To the east development is sporadic and 'peters out' along the main road beyond its junction with Madison Lane and the central open space that was originally the site of the sheep fair that provides an important element in the local landscape that helps define the village character.</p> <p>The historic part of the village is dominated by an intimate style of modest development built in brick and pantile. Some of the more recent development around the edges has seen more single storey, bungalows being built.</p>
Population & Housing	<p>The 2011 Census records a population of 237 people in the parish, an increase of just 5 over the 2001 figure, and 4 more than in 1991, indicating that the population has remained static over the last 20 years. Although the Census shows a higher than average number of 10 to 19 year olds in Partney 13.9% compared to 10.8% it also records a much lower proportion in the 0 to 9 age group (5.5% : 8.9%) which comprised of just 9 children in 2011. Otherwise the age structure is broadly comparable to the East Lindsey average.</p> <p>The 237 resident population made up 109 households giving an average of 2.17 persons per household compared to the District figure of 2.24 pph.</p> <p>Home ownership levels (outright or with a mortgage) in Partney are close to the average (69.7%:69.2%) however, social rented numbers (18.3%) are markedly higher than the average of 11%, whilst private rented levels (9.2%) are lower (15.3%). At 2011 only 23.9% of owner occupied homes were owned by over 65s. This is notable because it is less than 1/3rd of the District average of 77.9%.</p> <p>It should be noted that with just 109 households Partney is much smaller than the 'typical' large village and as a consequence smaller numerical differences can appear more significant than they are and this should be taken into account when making any assessment.</p>

<p>Employment</p>	<p>The 2011 Census recorded that only 43.8% of those of working age (16 to 75) living in the village were in employment. This compares to the average of 55% and suggests that there are significant differences in local circumstances. Despite this, the number reported as being unemployed (4.7%) is broadly in line with the average at the time (4%).</p> <p>The main occupations of the residents of Partney are Education (9.6%); Health (13.2%); Construction (7.9%) and Wholesale Retail and Motor repairs (17.5%). [numbers in bold are average values for East Lindsey]. But, there are also higher than average numbers employed in agriculture and professional occupations whilst there are fewer employed in manufacturing.</p> <p>There are limited employment opportunities within the village, and (as far as known) the school is the largest employer</p>
<p>Infrastructure</p>	<p>Access. Partney's close proximity to Spilsby means easy access to higher order services and, because it sits on the strategic road network they also benefit from good public transport links to Skegness.</p> <p>Water Infrastructure - Fluvial flood risk is a constraint on development to the north, west and south (between the core of the village and the A158). Some flooding has been recorded in the past, where the beck runs through the village and this should be addressed in the event that any development is considered in this area.</p> <p>Education. There is a primary school in Partney, Secondary provision can be found at Spilsby or Skegness where schools have capacity.</p> <p>Health. Provision for health is found in the nearby town of Spilsby.</p>
<p>Further commentary</p>	<p>Whilst Partney is a large village in the settlement hierarchy it is relatively small with its facilities quite spread out and a relatively high number of affordable (social rented) homes that has developed around a small core now lies 500 metres from the main road. Neither shop and petrol filling station lie within the core and rely on passing trade along the bypass.</p> <p>Because of its compact nature and the constraints placed on it by the flood risk issue, to the north and west opportunities for development are limited to sites to the east of the village and at a greater distance from the shops.</p> <p>The total number of homes needed for the settlement during the plan period is 7. Given that Partney's need is so small and that it is a relatively small (large) village with its spread out facilities it is not proposed to allocate any sites in the plan period.</p>

SIBSEY

SETTLEMENT	SIBSEY
Description of the services and facilities in the settlement.	The village is a large village with a food shop, primary school, employment, large employer, a public house, a community hall, two public playing fields, two children's play areas, a cash point and a place of worship. It is on mains drainage, has two sports facilities and a cemetery.
Location	<p>Sibsey straddles the A16 with considerable amounts of the village located on either side. It is less than 6 miles from the large town of Boston and 11 miles from the town of Spilsby. The core of the village including the school and church lie on the east side of the A16, whilst the shop/post office, public house and playing field lie to the west</p> <p>The Stonebridge and Hobhole Drains run north to south either side of the village and are key parts of the network of drainage channels serving the Fens. These main drains and the (more distant) sea constitute a flood risk to the area around Sibsey but are not predicted to affect the village directly.</p> <p>There is a rail line at the eastern end of the village but no stopping provision.</p>
Character	<p>Sibsey's character is defined by the historic core and the wide open space of the flat, 'Settled Fen' landscape. That open character is reinforced by the undeveloped spaces retained alongside the A16 when the road was re-aligned and by the fields fronting the junction with Station Road to the south of the village.</p> <p>More recent development, of a more urban design has seen the village grow significantly around its core along Station Road and Frithville Road and reflects its role as dormitory area for Boston.</p> <p>To the west of Sibsey lies the listed Trader Mill which is one of only a few six sailed mills still working in England, this is a heritage asset and new development should have regard to it.</p> <p>In January 2003 the Council adopted a village design statement (VDS) prepared by the Sibsey Village Design Statement Group. The statement looked at the history of the development of the village and identified the elements that make Sibsey what it is. The design statement is still relevant in all factors except one, in that it only advocates discreet and small scale development, which would be out of conformity with national planning policy. Apart from that one factor the VDS highlights the importance of the views of the "big skies" in the fenland landscape and the strong relationship between the village and countryside. The VDS identifies the following factors that should be taken into account with new development.</p> <p>Have roads that are informal, reflecting local village character and helping to reduce speeds. Be sympathetically designed taking into account local materials, (including the predominate use of red brick) and detailing.</p> <p>Reflect the form, massing and spacing of buildings in the different areas of the village, to create intimacy in development or to emphasise views and skies. Take care with landscaping, particularly on the periphery of</p>

	<p>the village to maintain the strong but positive relationship between the settlement and the countryside.</p>
Population & Housing	<p>At 2011 the Census records the population of Sibsey as 1979. This was a fall of 18 over the 2001 figure which had grown to 1996 after a period of intensive growth during the 1990's.</p> <p>The average age structure of the village is broadly similar to the District. There are small variations most notably, in the 60 to 74 age group where there were 1.6% fewer persons than the average, and the over 75 age group where there were 1.6% more than the district average.</p> <p>The Census records 880 households in Sibsey with an average of 2.25 persons per household compared to the average of 2.24.</p> <p>Of these, the head of the household is over 65 in 39.8% of homes, compared to 37.4% across the District and of these a total of 81.1% are owner occupied. (EL average 77.9%)</p> <p>There is a higher, overall proportion of home ownership in Sibsey (47.4%) than the District (average 42.4%) however this is offset by the 33.4% that are mortgaged, such that the combined figures reflect the District figures.</p>
Employment	<p>At the time of the Census 62.7% of those of working age were economically active compared to the average of 55% and only 2.8% unemployed (EL 4%).</p> <p>In terms of occupation, the main sectors worked in by residents in Sibsey compares with the overall pattern but in the main categories (Retail, Health and Education) the numbers employed are markedly higher (4%, 5.9% and 2.6% respectively).</p> <p>There are major employers in Sibsey and much local employment is found in nearby Boston.</p>
Infrastructure	<p>Sibsey has some services and good access to a full range of facilities in nearby Boston via the A16 and has a commuter bus service.</p> <p>Water Infrastructure – Sibsey is served by Water Recycling Centre. Using red, amber and green to indicate issues with the water system the facility is red, with water resources/supply being green.</p> <p>Education. The primary school in Sibsey is recorded as having no additional capacity at present but is projected to have spare capacity by 2016/17. Secondary education is available in Boston and Stickney.</p> <p>Health. There is no doctors' surgery in Sibsey but facilities are available at Old Leake, Stickney and Boston – all within 5 miles.</p>
Further commentary	<p>Sibsey is situated close to Boston but has still retained its own services and facilities with residents going to Boston for higher order services. Being on the main road network it is well connected to Boston. As with the rest of the District the allocation is on green field land because of a lack of brownfield sites. One of the main site allocations is adjacent to the school and this could provide some space for expansion and contributions.</p>



SIBSEY

SITES FOR ALLOCATION IN SIBSEY

Site Reference	SIB303	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Sibsey House on the east of the A16, Sibsey		
Site Description	Agricultural land		
Site Area	6.6 ha	No of Dwellings	Capacity 469 reduced to 200 Potential affordable housing 30% - 60
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is outside the flood hazard zones. The site is agricultural fields with good boundary treatment along the A16 frontage but poor along its boundaries to the countryside. There would be an impact on the wider landscape because the site allows views from Church Walk out to the north and east, though these lie at the end of a cul de sac so not open to wider public views also along the open parts of the A16 there are views to the east. The site would also be visible in views from the A16 and would also be very visible in views into Sibsey when approaching from the east. There would not be an impact on the townscape because the site lies within an area which would form a natural extension to the village. Sibsey House and Coach House share a boundary with this site and are listed buildings and regard should therefore be had to their settings in the layout and design of any development. All impacts can be offset with good design that allows development to blend within its surroundings and strategic open spaces with good tree planting. The site is close to services and facilities with a footpath to the centre of the village, a site of this size would be required to provide a comprehensive range of green space/open space which will provide opportunities for sport and recreation and also for species migration and adaptation. The site can be accessed onto the A16. The site was put in for an area covering 11 hectares, this amount of housing is not required in the settlement therefore the size of the site has been reduced with a reduction in the capacity because a lower density would be expected as you move toward the rear of the site and the countryside and the listed building to the north will affect the density on that side of the development.</p>		
Infrastructure	No major infrastructure constraints to the development of the site. With regard to surface water drainage, an attenuated discharge would be acceptable. Soakaways may not be suitable at this location		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	SIB304	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Tregarthen House on the west of the A16, Sibsey		
Site Description	Grassed fields		
Site Area	2.14 ha	No of Dwellings	Capacity 40 reduced to 5
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is grassed fields with good boundary treatment of hedges and mature trees. There would not be an impact on the wider landscape because the site is well enclosed by its boundary treatment and existing development along the A16 and Millers Gate. There would not be an impact on the townscape</p>		

	because the site lies within an area which would form a natural extension to the village and is not highly visible in the street scene. There would not be an impact on the historic environment. The site is close to services and facilities with a footpath to the centre of the village. Access can be achieved onto the A16 from the site but only for a limited number of dwellings. The landowner has indicated they wish to develop 5 dwellings on the site.
Infrastructure	No major infrastructure constraints to the development of the site. There is a Witham 4 th Drainage Board maintained watercourse which exists 240m (approx.) to the west of this site and to which an attenuated discharge would be acceptable. OS maps show a private dyke connecting the site to the Board's watercourse. Its condition (and indeed existence) will need to be considered before development of the site. Soakaways may not be suitable at this location.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	SIB406	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Page Close, west of the A16, Sibsey		
Site Description	Agricultural Land		
Site Area	1.85 ha	No of Dwellings	Capacity 34 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is flat with no boundary treatment. The properties along the A16 block views of the wider landscape. There is a view of the listed Sibsey Trader windmill as you enter the village from the north. The site affects the setting of the Trader Mill, there is a strong argument that surrounding fields worked with the mill historically. The Windmill is affected if the entrance that will be used for this site is the one directly opposite, there would be no impact if the entrance further north is used. A sensitive approach to site layout and high quality design of development would be expected as part of any proposal to reduce impact on its historic assets and good design should mitigate against any impact on the historic environment.</p> <p>There would be no impact on the listed former Rhoades Mill on the opposite side of the A16. The site would not impact on the townscape. Overall there will be some impact on the landscape. The site is close to the services and facilities in the village, there are a number of opportunities for vehicle and pedestrian accesses from the site through Page Close or there is a farm track adjacent to Page Close and the site to the rear. There are footpaths along the main road. This site is large enough to provide some open space/green infrastructure and this will enhance biodiversity on what is a large featureless site.</p>		
Infrastructure	No major infrastructure constraints to the development of the site but the site does not appear to be well served by drainage infrastructure so access to a managed surface water discharge point may be problematic. Soakaways may not be suitable at this location.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		

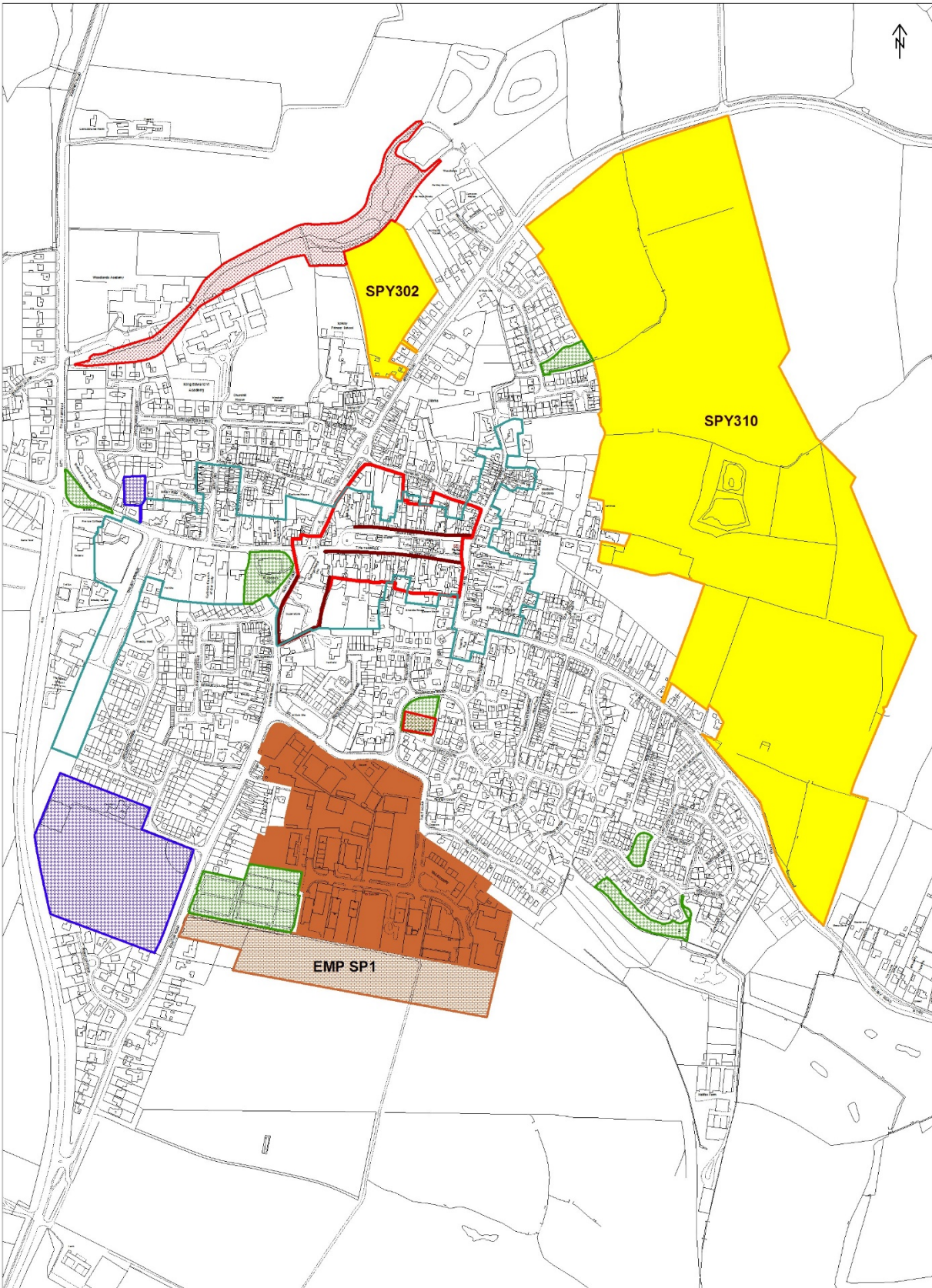
Viability of the site	No indication of any constraints that could affect viability, though drainage could be an issue.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

SPILSBY

SETTLEMENT	SPILSBY
<p>Description of the services and facilities in the settlement</p>	<p>Spilsby is one of the Districts towns. It provides a full range of services to the locals and to the surrounding villages. In addition to being an employment centre with a designated industrial estate the town has a wide range of shops, a weekly market and other commercial activities.</p> <p>Although the Spilsby does not have a hospital it provides a range of medical services and both primary and secondary education.</p>
<p>Location</p>	<p>Located in the south eastern quarter of the District, Spilsby is 12 miles from Skegness and 15 miles north of Boston. The A16 through the western edge of Spilsby, close its centre and is the main north: south route through the District, and crosses the main east to west route (A158) a mile north of the town.</p> <p>Located on the edge of the Lincolnshire Wolds Area of Outstanding Natural Beauty. Spilsby it adjoins the small village of Hundleby which lies to the west of the A16.</p>
<p>Character</p>	<p>Spilsby is a small, compact market town that has developed around a rectangular market 'square'. The Market Place also lies at the centre of the Conservation Area which covers the entire commercial and civic core of the town along with some residential areas. Development still follows the Medieval street pattern of four streets centred on its extended market place and it is this diminutive rural nature and the linear morphology that gives Spilsby its charm, typified by its modest, but varied, built environment.</p> <p>Within the Conservation Area, Eresby Avenue to the south west is a striking green space of a very different character to the rest of the Conservation Area built environment, which is generally well preserved with very little modern development, it contains mainly C19 buildings and a good smattering of C18 and earlier buildings.</p> <p>The A16 creates a 'natural' boundary to development on the west of the town and more recent growth has seen the town extend to the east and south with the development of several urban style estates.</p>
<p>Population & Housing</p>	<p>For many years the population of Spilsby has only grown modestly, but the last ten years has seen it increase significantly (by 22.4%) from 1908 persons in 2001, to 2336 in 2011.</p> <p>The Age Structure of Spilsby shows a number of variations to the East Lindsey average. With 0 to 9 years making up 12.6% of the population (EL 8.9%); between 20 and 29 years the proportions are 12.1% and (EL 9%); and between 30 and 39 years they are 11.8% and (EL 8.9%).</p> <p>There are also smaller numbers in subsequent age bands up to 75 plus when the proportions are closer to the average (11.4%) suggesting that overall the population is far better balanced and younger than in the District as a whole.</p> <p>Despite this, Spilsby has a lower average of only 2.18 persons per household (total 1398) which is several points below the average of 2.24 for the District.</p> <p>There is a comparatively low level of home ownership in Spilsby with just 56.5% [EL 69.2%] of homes either owned outright or, being bought with</p>

	<p>a mortgage. The rented sectors (social and private) are both proportionally higher than the East Lindsey average with social rented comprising 16.7% [EL 11.0%] and privately rented making up 21.9% compared to 15.3% (EL).</p> <p>With the head of the household in 32.3% of homes aged 65 plus, Spilsby has a lower proportion than the average (of 37.4%), but it has a markedly higher number of over 65s in social housing. (Spilsby 16.8% - EL 9.1%).</p>
Employment	<p>The Vale Road Industrial site covers some 7.5ha and a further 11.6ha was identified as an allocation in the 1995 Local Plan. Take-up on the site has been slow and following a review of demand it is currently proposed to reduce the allocated area to around 3 hectares.</p> <p>There is a range of businesses on the site including farm services, printers and building supplies, along with indoor leisure and community uses. Elsewhere in the town Tongs Engineering along with the schools also provide significant employment locally.</p> <p>At the 2011 Census the main employment sectors recorded in Spilsby were Wholesale & Retail Trade (Repair of Motor Vehicles) 16.3%; Health & Social (15.4%); Education (14.6%) and Manufacturing (12.4%). Overall the distribution follows the District trend, the most obvious differences being in the proportion of Manufacturing businesses where Spilsby has 112.4% compared to the average of 9.3%, and education which, at 14.6% is 5 percentage points higher than the 'norm'.</p> <p>The Census also indicates that the percentages of employees (both full and part time) at 2011 were higher in the town than the District average and that the number of self-employed was over 2.5% lower. There were also fewer 'economically active' retired people in the town (18.8% compared to 24.1%)</p>
Infrastructure	<p>There is a wide range of services available in Spilsby and, as one of the larger settlements it is proposed that a significant level of new development will be delivered.</p> <p>Access. The A16 north-south link provides the key means of access to Spilsby and provides a ready link to the A158 east west link to the north of the town. Access to the town for the surrounding villages is provided along the main roads and the network of secondary routes between.</p> <p>Water Infrastructure – Spilsby is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the plant is amber with resources/supply being green. Developers will need to be aware of this and may have to work with Anglian Water to enhance the Water Recycling Centre if necessary.</p> <p>Education. There is currently no spare capacity at the Primary School in Spilsby but there are spaces at the Secondary level.</p> <p>Health. There is no capacity at present at the GP Surgery in the town. However, there are proposals to address this issue.</p>
Further commentary	<p>Spilsby is a relatively small, and quite compact, town and all of the allocated sites are within walking distance of the town centre and can provide safe and easy access to services and facilities. This should help to sustain the town centre. There are no fluvial flood risk issues in the town.</p>

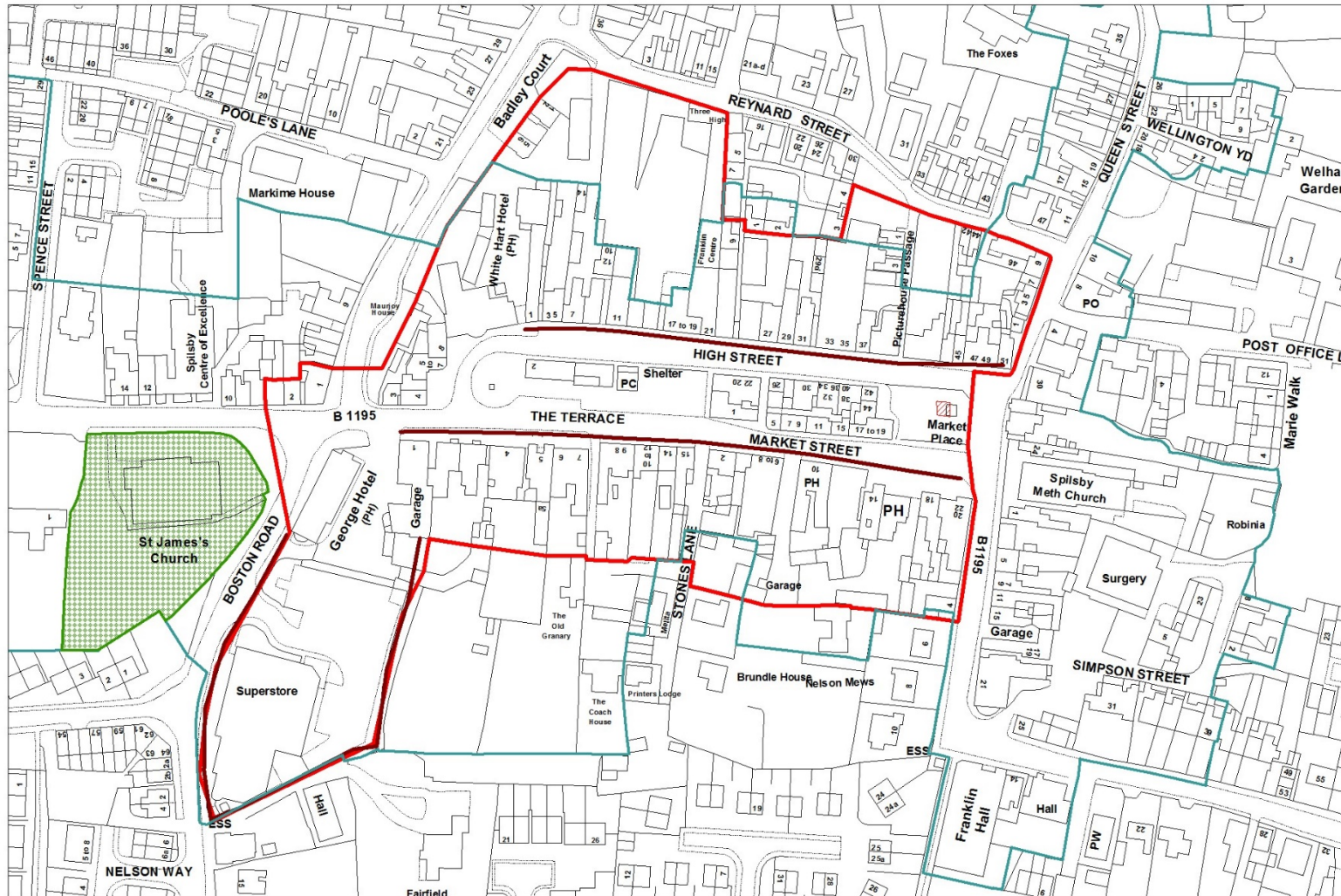
	<p>There are potential positive benefits in terms of the opportunities to create space for biodiversity, to create more comprehensive green infrastructure provision and, to create more direct pedestrian access to services and facilities in the town centre.</p> <p>The total amount of housing needed in the plan period is 380.</p> <p>SPY310, the land between the B1195 and Ashby Road on the east side of Spilsby is anticipated to come forward as a single site and will be developed beyond the present Plan period. This will create economies of scale and assist in the provision of community infrastructure in the settlement particularly a doctor's surgery and green space. It will also enable the creation of road around the settlement on the east side easing traffic through the centre of the town. The total approximate amount of housing to be delivered on the eastern side of Spilsby could eventually be a minimum of 600 homes with development running over the end of the plan period. However, in the plan period it is anticipated that the site will deliver 345 homes. It is also anticipated from information received from the developer that this would be delivered at 30 homes per annum.</p>
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Scale 1:5000

SPILSBY



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TF4066SW



SPILSBY TOWN CENTRE

SITES FOR ALLOCATION IN SPILSBY

Site Reference	SPY302	Promoter: Owner is known to the Council	
Site Location	Land to the rear of 55 Ashby Road, Spilsby		
Site Description	Agricultural field		
Site Area	1.47 ha	No of Dwellings	Capacity 47 reduced to 35 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a house and garden. The single storey dwelling and associated outbuildings on the site would have to be demolished to gain access. To the rear is a grassed field with good mature boundary treatment of hedges and trees. There are large ponds to the north of the site which could have biodiversity which are symbiotic to the grassed field. The largest pond is also well treed and protected by a tree preservation order. A tree lined public right of way runs along the western boundary of the site. Although the site itself is unlikely to contain a high level of biodiversity in its own right, it has the potential to impact on species using the adjoining wildlife corridors. The potential impact would depend on how this site was developed. There is no impact on the wider landscape because the site is enclosed by the properties along Ashby Road. There is some impact on the townscape because the site, has a dwelling on it and this, with the little single storey building and house on the adjacent site, forms a part of the historic streetscape in this part of the settlement. The site is close to services and facilities with a footpath leading to the centre of the town. An access can be formed but only with the loss of the main dwelling. There is a footpath running to the rear of the site leading to the open countryside which could encourage walking. On balance the site is acceptable but it would have to provide a buffer between the ponds to the north. There is a designated SNCI site to the north of the site.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	SPY310	Promoter: Owner is known to the Council	
Site Location	Land between B1195 and Ashby Road, Spilsby (eastern side of Spilsby)		
Site Description	Agricultural fields		
Site Area	1.17 ha	No of Dwellings	345 will be delivered over the plan period. The total capacity of the site is 600 development will therefore run beyond the plan period.

Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is agricultural fields with boundary treatment of hedges. There are ponds to the north of the site which could be incorporated into a SUDs scheme and enhance landscaping and biodiversity. There could be some impact on the wider landscape but that could be mitigated against through extensive planting and new landscaping, the site is large enough to accommodate this. There is no impact on the townscape. There is no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There were no adverse comments from Lincolnshire County Archaeology Service. The site is close to services and facilities. There are a number of footpath connections leading to the town centre. The site could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size would be expected to provide green space/open space and it is proposed that a substantial portion will be given over to this. There is a public footpath leading to the open countryside and back into the town which could encourage walking. A site of this size will create economies of scale and assist in the provision of community infrastructure in the settlement including greenspace and, unless provided elsewhere with the agreement of the Clinical Commissioning Group, a doctor's surgery. It will also enable the creation of a vehicle link between Ashby Road and the B1195 easing traffic through the centre of the town. The site should bring forward a mix of homes including varying home sizes and types.</p> <p>The development is expected to deliver a new doctors surgery and this should be part of the first phase of the development.</p> <p>An education contribution will be required to be negotiated with the Lincolnshire Education Authority at the appropriate time in the development process.</p>
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The start of the delivery of the site is expected within the first five years of the plan period, as indicated by the landowner. The delivery will extend across the whole plan period and beyond at 30 dwellings per year.

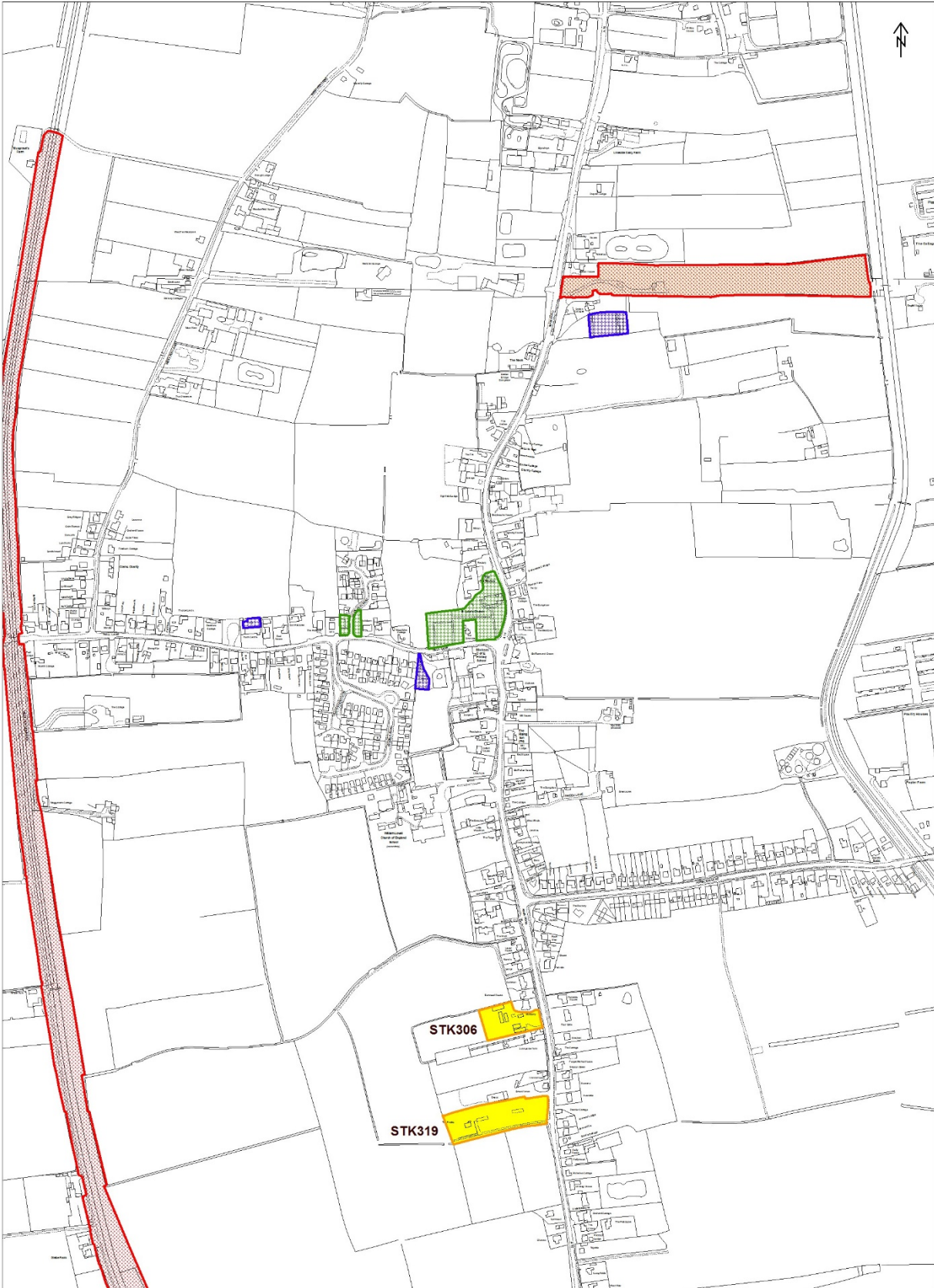
Site Reference	EMP SP1	Promoter: The owner is known to the Council
Site Location	To the south and abutting the existing estate	
Site Description	Primarily agricultural land, however the western portion is a brownfield site	

Site Area	3.0 ha
Suitability of the site in broad planning terms	As part of its review of employment land need the Council has re-assessed the existing allocation and reduced the overall area from 10 ha to 3 ha. The site`s location alongside the established estate, close to existing businesses and access to services mean that it remains a preferred site. Because the allocation is part of a larger field, any development will require screening along the open southern and eastern aspects to protect the wider view, and it will also need to be sensitively developed along the western edge where it abuts residential properties. The brownfield land (at the western edge of the site) also offers an opportunity to provide a secondary access into the estate but also has potential for residential development however, this will not compromise delivery of the allocation. The site is outside the identified flood zones.
Infrastructure	There are no major infrastructure constraints to the development of the site.
Deliverability of the site	The land owner has expressed an interest in seeing the land developed and its deliverability is not considered to be an issue.
Viability of the site	The Council is not aware of any constraints which would affect viability.

STICKNEY

SETTLEMENT	STICKNEY
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Stickney is a large village with a food shop, primary school, employment, a large employer, a public house and preschool facility. The village is on the strategic road network, has a commuter bus service, 2 community halls, a children's play area, 5 other shops, a church, a bank cash point and doctors. The village is on mains drainage, has 2 sports facilities, a petrol filling station and a cemetery.
Location	Stickney sits on the A16, part of the strategic road network mid-way between Spilsby (7.5m) and Boston (8.5m) in part of the area described as 'late reclaimed fen'.
Character	<p>Stickney was originally a linear settlement; it is an important local centre which, in addition to a range of facilities, supports a secondary as well as a primary school. More recent development has included small estates to the west on Hall Lane; Horbling Lane to the east is dominated by frontage development.</p> <p>The village lies between the East and West Fen Catchwater Drains. The landscape character of the reclaimed fen surrounding Stickney is rated as being moderately to highly sensitive to change and new development will need to take account of its potential impact on the surrounding area. The core of the village retains much of its rural character built around the Church and surrounding properties along the A16.</p> <p>The majority of the village's facilities are located on the west of the A16, and the promotion of future growth on this side of the village that moves away from single dwellings in ribbon development form toward more planned single access development sites should assist in making the village more compact and reduce the number of new accesses onto the Main Road.</p>
Population & Housing	<p>The resident population of Stickney in 2011 was 1127 and increase of 106 (10.4%) over the 2001 figure and similar to the preceding 10 years. The age structure of the village is similar, but slightly younger than the East Lindsey average with marginally more children in the 0 to 9 age group, 2.9% more in the 10 to 20 age group and fewer in the 60 plus age groups.</p> <p>At the Census there were 445 households with an average of 2.53 persons per household compared to the average of 2.24, reflecting a more balanced (younger) structure.</p> <p>Home ownership levels in Stickney are 48.1% (owned outright) and 35.3% (with a mortgage) some 15% higher overall than the District average. In 34.6% of all households the head of the house is over 65 compared to the 37.4% average and 84.4% of these houses are owner occupied.</p>
Employment	In 2011 nearly 60% of 16 to 74 year olds in Stickney were economically active. The District average was 55%. Whilst the number of part-timers was comparable to the average, there was a greater proportion of full time (2.6%) and self-employed (1.6%) in the village. In addition there were also nearly 4% less retired people overall in Stickney, at 2.4%.

	<p>The most common types of employment in Stickney – in common with the average – are wholesale and retail, health and education. In the retail category, some 4% more employed locally than the average and nearly 2% more in the education sector. There were considerably fewer employed in the Accommodation sector (5.1% to 8.9%).</p> <p>There are several employers locally and the secondary school (uncommon in the villages) complements that number.</p>
Infrastructure	<p>Access. There is a range of facilities in the village and, although there is a commuter bus service there is not a shopper's service to the sub regional centre at Boston.</p> <p>Water Infrastructure – Stickney is served by its own Water Recycling Centre. Using red, amber, green to show issues with the system Stickney is a green.</p> <p>Education. The Primary School at Stickney is recorded as having capacity for additional students and the same is true of the Secondary School.</p> <p>Health. There is a GP Surgery at Stickney, located in a modern building – there are no known capacity issues.</p>
Further commentary	<p>The village has a moderate allocation because of the level of existing commitments. It is well located near to both Spilsby and Boston with its own range of services and facilities to sustain residents.</p> <p>Both the allocations in the settlement are brownfield or have a brownfield element to them.</p>



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Scale 1:5550

STICKNEY

SITES FOR ALLOCATION IN STICKNEY

Site Reference	STK306	Promoter: Owner is known to the Council	
Site Location	Land to the west of the A16, Stickney		
Site Description	Farm buildings – brownfield land		
Site Area	0.45 ha	No of Dwellings	Capacity 9
Suitability of the site in broad planning terms	Yes the site is suitable; it lies close to services and facilities with a footpath links on both sides of the A16. The site has agricultural buildings on it with an access adjacent to the dwelling which lies on the southern boundary. It is not clear if the buildings are still being used. There are some trees and hedgerows on the site with mature trees along the frontage. Because of the enclosed nature of the site it does not impact on the wider landscape.		
Infrastructure	No major infrastructure constraints to the development of the site other than it will need clearing.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is not known, therefore the site can only be assumed to come forward at the end of the plan period.		

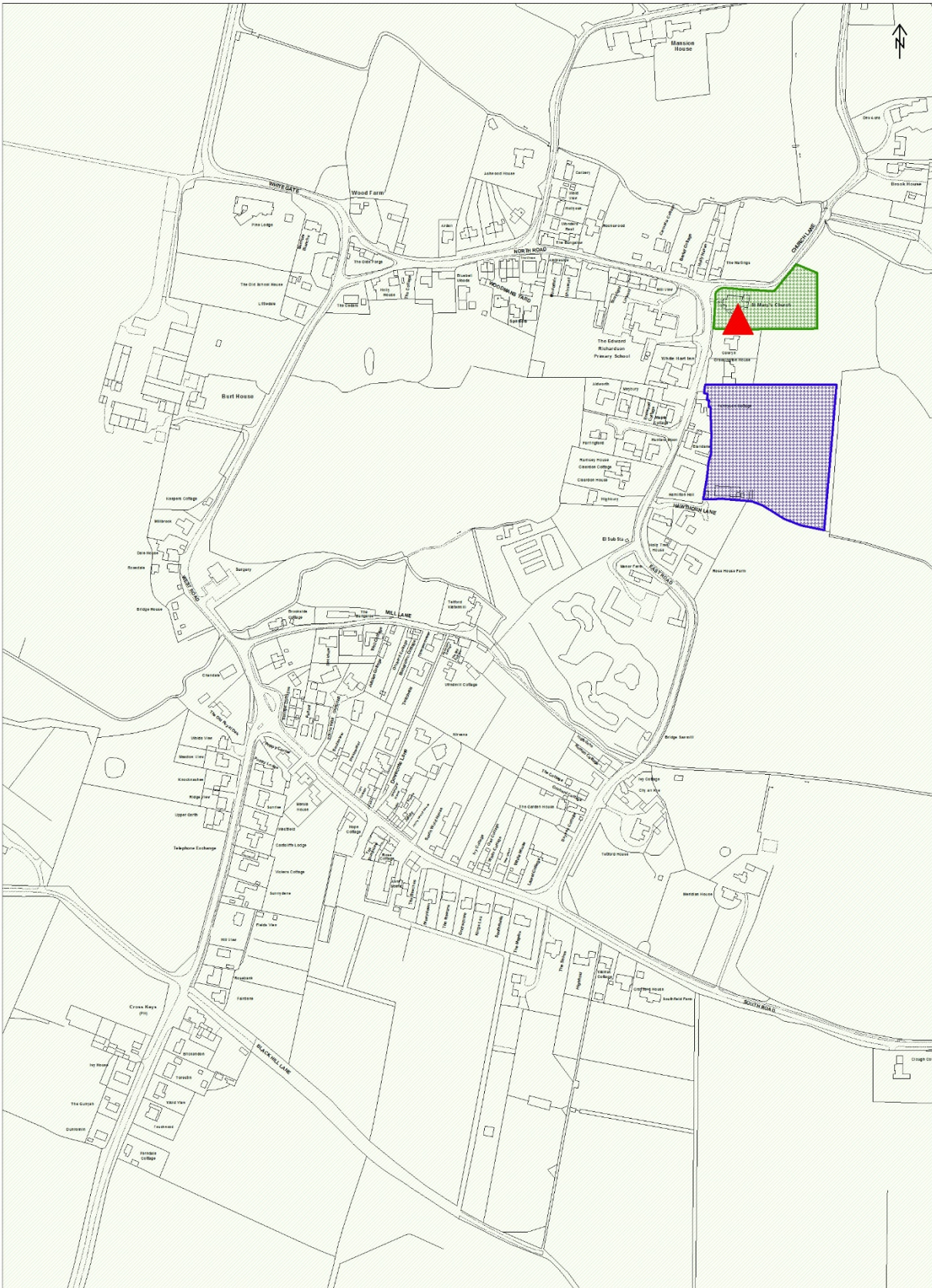
Site Reference	STK319	Promoter: Owner is known to the Council	
Site Location	Land adjacent to the a depot, Main Road, Stickney		
Site Description	Brownfield land with a mixture of buildings, open space and storage on it		
Site Area	0.78 ha	No of Dwellings	Capacity 22 reduced down to 9 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	Yes, the site is suitable; the site itself does not have strong boundary treatment in the form of hedgerows or trees, though the frontage boundary is stronger with mature planting along it. Whilst the site does not have much planting it is reasonably enclosed by planting from the adjacent site to the south though this is out of the control of the site and if removed would leave the site more exposed, at present the site would not impact on the wider landscape. The site is brownfield because it has a mixture of buildings and storage on it, a landscaping scheme would minimise the impact on the wider landscape. Adjacent to the site is a depot which is still in operation, this may impact on the capacity of the site and there would have to be a buffer zone along the northern boundary, this could be the gardens of any development. The site is within walking distance of services and facilities and there is a footpath on the opposite side of Main Road. Whilst development on the site could create an in depth form of development which could be at odds with the otherwise sporadic linear pattern of development, the Highway Authority have indicated that less accesses onto Main Road on highway safety grounds would be preferable and providing development in this part of the village was kept in line with the rear of the adjacent brownfield land to the north then it would be acceptable, the capacity of the site reflects this.		
Infrastructure	No major infrastructure constraints to the development of the site, it will need clearing.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward.		

Viability of the site	No indication of any constraints that could affect viability, other than clearing the site and the need to provide perhaps longer gardens to provide a buffer zone on the northern boundary with the existing depot.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

TETFORD

SETTLEMENT	TETFORD
Description of the services and facilities in the settlement	The village is a large village with one food shop, a primary school, a large employer, two public houses, a community hall, public playing field, children's play area and 1 church. It is on mains drainage, has a doctor's surgery, sports facility, shopper's bus service and a cemetery.
Location	Tetford is situated in a valley in the midst of the Lincolnshire Wolds Area of Outstanding Natural Beauty. It is in the centre of the District between Horncastle (5 miles) and Louth (9 miles). It is not on the strategic road network.
Character	The village form is characterised by two distinct sections (Tetford and Little London), formed around a roughly circular road pattern dissected by the (tree lined) river and open fields to the west. It is almost exclusively made up of frontage development; one part stretches along North Road (Little London) and includes the church and primary school and the other along South Road. The hamlet of Salmonby lies to the south of and abuts the village.
Population & Housing	In 2011 the population of Tetford was 464, an increase of 42 (10%) over the 2001 figure. The structure of the population shows a marked difference to the district average with a preponderance of older people, notably 3.1%, fewer children in the 0 to 9 age group (5.8%: 8.9%), 8.6 percent fewer people in the 20 to 60 years age group, nearly 8% more people in the 60 to 75 age group and 5% more in the over 75 category; With 205 households and an average density of 2.26 persons per household the density is similar to the East Lindsey average (2.24 pph). Over 50 percent of homes in Tetford are owner occupied compared to the District average of 42.4%; whilst the number that are mortgaged is the same at 26.8%. The number of homes where the head of the household is over 65 in Tetford is 44.9% which is 7.5% higher than the average and 84.8% of those households are owner occupied representing a similar (higher) margin over the average.
Employment	<p>In 2011 the Census records 53.9% of the working age population as being in employment compared to the District average of 55%. Of these 11.5% were employed part time (EL 14.3%) and 24.5% were full time employees (EL 29.8%). There were however, notably more (7%) self-employed workers than the District average of 10.9%.</p> <p>The main employment sectors of residents in 2011 were Education, Health and Manufacturing. In addition to the high percentage of people employed in education (Tetford 16%: EL 9.6%) there are also more employed in Health, Manufacturing, Construction and Professional/Technical work where the difference is nearly 5%. At the same time there were far fewer employed in the Wholesale and Retail sector (8.6%) compared to the average (17.5%).</p> <p>The Aura Soma business is a major employer locally however, the proposed relocation of the business will remove a major employer from the village. Other large employers include the school, doctor's surgery and nursing home.</p>
Infrastructure	Access. Road links to Tetford are via C Class routes, there is a shopper's bus but no commuter bus service. Accessibility to Tetford is therefore quite poor.

	<p>Water Infrastructure - Tetford has its own Water Recycling. Using red, amber and green as an indication of issues with the water system, the facility and water resources/supply is green. Flood risk is not an issue in the village.</p> <p>Education. There is a primary school in the village. Secondary education is available at Horncastle and Louth.</p> <p>Health. Tetford has a GP surgery located in a modern, purpose built building, patient capacity has not been identified as an issue.</p>
<p>Further commentary</p>	<p>Tetford is classed as a large village, with facilities and employment opportunities; it is however situated in a more remote part of the District in terms of accessibility.</p> <p>Because of its location in a valley in the Lincolnshire Wolds AONB, the local topography limits growth opportunities at the edge of the village where the roads rise up to the hills and development would have a negative impact on the high quality landscape.</p> <p>Because of its location in the Lincolnshire Wolds Area of Outstanding Natural Beauty the Council has determined not to make an allocation of housing. It is felt that a housing allocation could not pass the three tests laid out in the national planning guidance that there should be robust justification to demonstrate the need for development; assessment of alternatives outside of the AONB; demonstration that mitigation measures can moderate any detrimental effects.</p> <p>Because of the level of its services and facilities the settlement remains a large village, choosing not to make allocations does not change its status in the Local Plan.</p>



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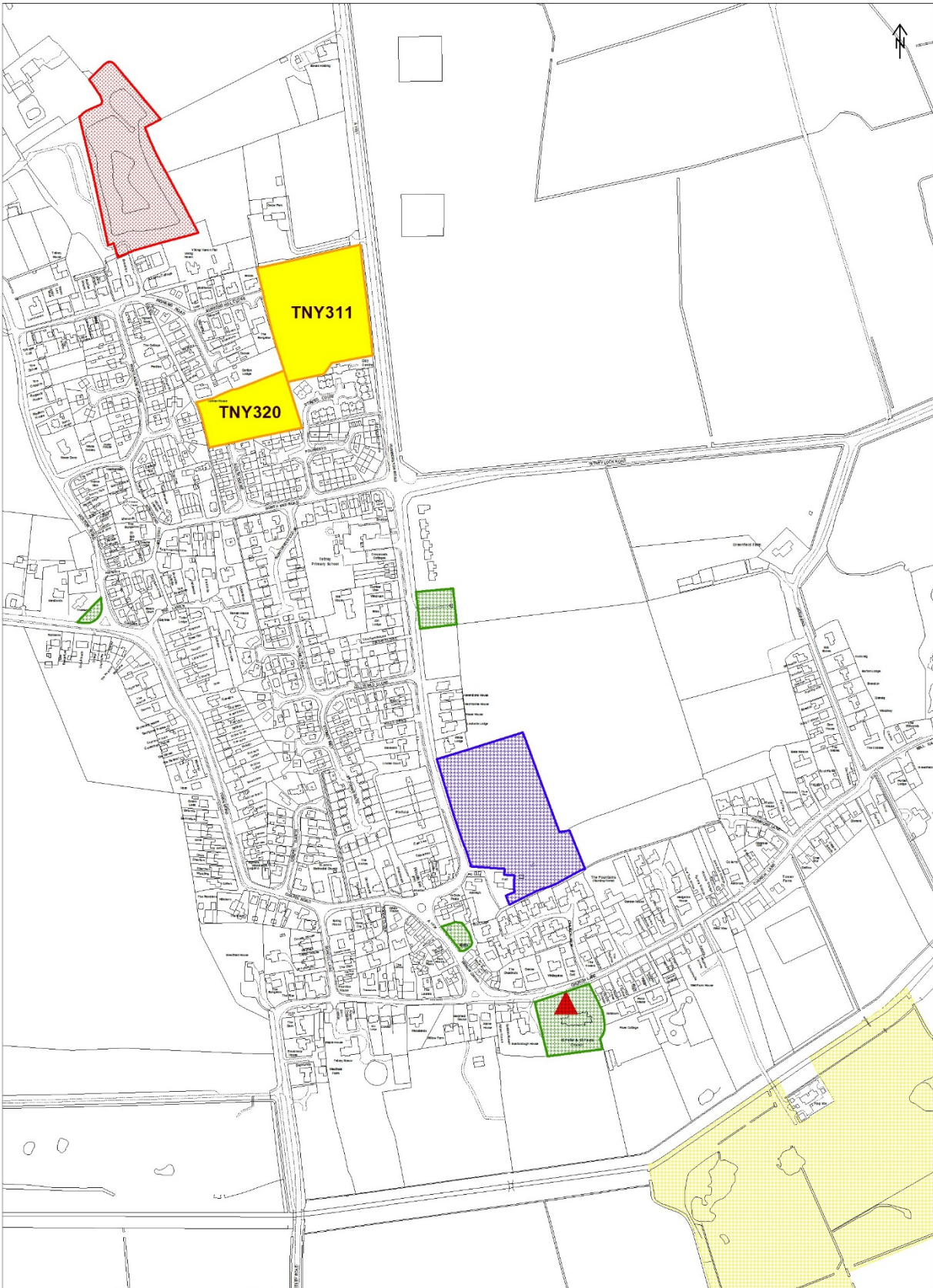
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TETFORD

TETNEY

SETTLEMENT	TETNEY
Description of the services and facilities in the settlement	Tetney has a range of services but this includes key services such as shops, primary school, pre-school facilities community hall and playing fields.
Location	Tetney is located on the A1031 coast road and is a short distance from the A16 in the north east of the District. Around 3 miles from the sea the village lies about 6 miles from Cleethorpes and a little further from Grimsby. The large village of Holton le Clay is just a mile to the north west.
Character	Originally a small village set around two road junctions, the village has spread northwards towards Holton le Clay and Cleethorpes in the area between the roads to those settlements and, to a smaller extent eastwards along Church Lane where earlier linear development has been consolidated by recent development. Although the centre of the village and Church Lane retains much of its village character the area of development between Humberston Road and Town Road/Holton Road is more urban in style and has no defining character.
Population & Housing	<p>At 2011 the population of Tetney was 1725 representing a fall of 57 over the previous Census. Prior to that growth in the village (1971 to 1991 had increased by 7% per year compared to increases of over 20% in preceding year as the village responded to pressures for housing from nearby Grimsby.</p> <p>The age structure of Tetney's population compares favourably with that of the District with slightly higher proportions of people in the 0 to 9 and 10 to 19 age groups. However, although there were also 4% more people in the 20 to 50 age groups (Tetney 49.2%: EL 45.2%) this figure masks the slightly lower than average numbers in the 20 to 29 age bands and the higher numbers in the 45 to 59 age bands.</p> <p>In the older age groups the most significant difference is in the over 75's who comprise 7.5% of the population compared to the average of 11.4%.</p> <p>The population of 1725 occupied 717 households with an occupancy rate of 2.41 which is notably higher than the 2.24 district average.</p> <p>In terms of home ownership 44.5% of properties in Tetney were owner occupied and a further 39.7% were owned with a mortgage making a combined figure of 84.2% which is markedly higher than the average of 69.2%. By comparison only 6.9% of households are social rented much lower than the 11% average.</p> <p>Tetney has a relatively low number of households where the head of the house is over 65 (29.4% compared to 37.4%) but 6% more of those homes (83.9%) are owner occupied.</p>
Employment	<p>There is no Council sponsored industrial site in Tetney and, although there is some employment locally there are a significant number (41%) who work in North East Lincs.</p> <p>The most common employment sectors in Tetney are Wholesale & Retail (16.8%), Health (13.1%), Manufacturing (11.4%) and Education (10.7%).</p>

	<p>The Census records 895 persons in employment at 2011, of whom 15.9 were employed part time (EL 14.3%) and 35.7% were employed full time compared to the average of 29.8%. The number of self-employed in the village (12.5%) was also higher than the norm of 10.9%, whilst the number of unemployed numbered 2.4% compared to the 4% average.</p>
<p>Infrastructure</p>	<p>Access. Tetney has good access to the strategic road network particularly via close connections to the A16 and although it has a commuter bus it does not have a shoppers bus.</p> <p>Water Infrastructure – Tetney is served by Tetney Newton Marsh Water Recycling Centre. Using red, amber, green to show issues with the water system, the facility is amber with water resources/supply being green. The eastern fringes of Tetney are potentially at risk from coastal flooding. In addition surface water events have occurred in the Town Road / Holton Road area in the past.</p> <p>Education. The latest data from the County Council indicates that the Primary School has additional capacity. There is no secondary provision in Tetney and pupils must travel to either Louth or North Somercotes in East Lindsey or Waltham and Grimsby in NE Lincs.</p> <p>Health. Although there is no doctors' surgery in Tetney, the North Thoresby Practice provides a service in both Thoresby and Holton le Clay that are both within 2 miles.</p>
<p>Further commentary</p>	<p>In common with much of the District, all of the sites in Tetney are greenfield sites. There is little history of employment or industrial workings in the village and therefore no brownfield land currently available for development.</p> <p>The eastern side of the village is starting to move into the coastal flood hazard areas. The remainder of the village is outside of flood risk and so there are still areas with development potential.</p> <p>There are already a high number of commitments in the settlement and therefore the allocation is not major but the allocated sites are near to services and facilities and sit well within the existing townscape; they also do not impact on the wider landscape.</p>



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Scale 1:4250

TETNEY

SITE ALLOCATIONS IN TETNEY

Site Reference	TNY311	Promoter: Owner is known to the Council	
Site Location	Land west of Humberston Road, Tetney		
Site Description	Agricultural field		
Site Area	1.72 ha	No of Dwellings	Capacity 32 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field which rises slightly to the west with boundaries of hedges. Biodiversity would be improved through a landscaping scheme. The site is on the outskirts of the village but is in an area which already has development to the west and south and therefore would form a natural extension of the village therefore it would not impact on the townscape. There is no impact on the landscape. There is no impact on the historic environment. The site is on the edge of the village approximately 95m from it but with development to the west and south, further to the centre of the village. There is no footpath or lighting for 95m though there is room to create one along the west side of the road. There is the ability to create a footpath through Staves Court, though a vehicle access would impact on the amenities of residents here so an access would have to be onto Humberston Road. The site is accessible to the village amenities including the school which is very close. Development must ensure that access to site TNY320 is provided.</p>		
Infrastructure	There are no major infrastructure constraints. The site has a Lindsey Marsh Drainage Board maintained watercourse along the eastern boundary. An 8 metre stand off from all development will be required from the bank top of this watercourse.		
Deliverability of the site	The owner of the site has confirmed that they are going to bring the site forward.		
Viability of the site	There are no obvious issues with viability apart from the lack of footpath and street lighting but this is not a long distance.		
Phasing	The owner of the site has indicated that they will bring the site forward in the first five years.		

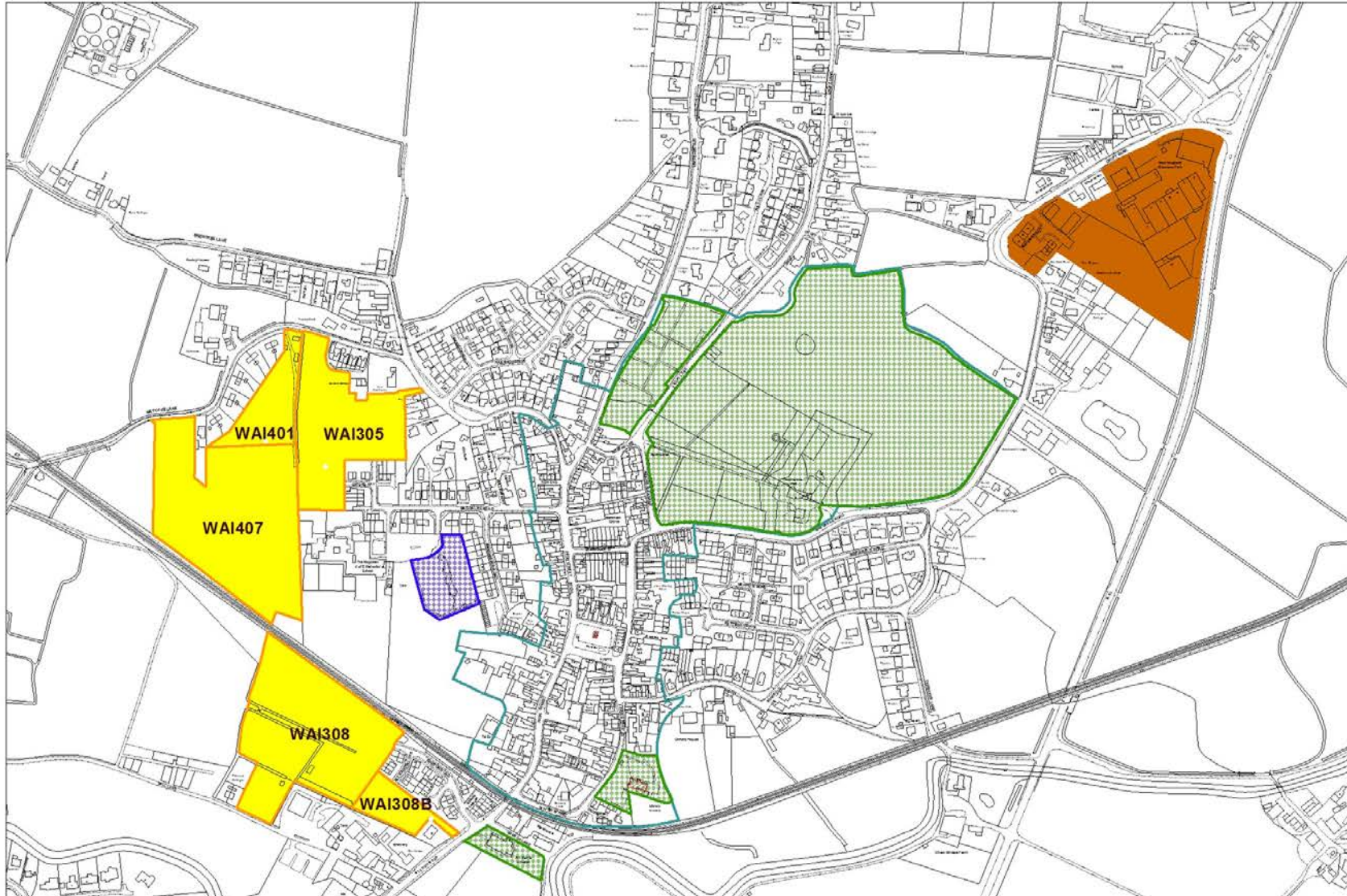
Site Reference	TNY320	Promoter: Owner is known to the Council	
Site Location	Land rear of North Holme, Tetney		
Site Description	Agricultural fields		
Site Area	0.80 ha	No of Dwellings	Capacity 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with boundaries of hedges and trees. Biodiversity would be improved through a landscaping scheme. The site lies within the central part of the village but it has no access except over land belonging to others, access can be provided through the adjacent site TNY311. The site lies within the central part of the village so would be a natural development site and would not impact on the townscape. There is no impact on the historic environment.</p>		
Infrastructure	There are no major infrastructure constraints, Drainage of surface water via infiltration may be unsuccessful. Where discharge of surface water to		

	watercourses is preferred then off-site drainage improvements are likely to be required.
Deliverability of the site	The owner of the site has confirmed that they are going to bring the site forward.
Viability of the site	There are no obvious issues.
Phasing	The owner of the site has indicated that they will bring the site forward in the first five years.

WAINFLEET

SETTLEMENT	WAINFLEET ALL SAINTS
Description of the services and facilities in the settlement	The village has 4 food shops, a primary school, employment, large employment, 4 public houses, and a pre-school facility. It is on the strategic road network, has a post office, 3 community halls, a playing field and children's play area. There are 20 other shops, two cash points and 3 places of worship. The village is on mains drainage, has a doctor's surgery, 2 sports facilities', a petrol filling station and a cemetery.
Location	The village lies approximately 5.7 miles from Skegness, 9 miles from Spilsby and 17 miles from Boston, alongside the A52 coast road which ran through the village until it was bypassed in the 1980s. It is located between the River Steeping and the Wainfleet Relief Channel which drain this part of the Fens into the sea some 3 miles away. Part of the built, village encroaches into Croft Parish to the north whilst the smaller settlement of Wainfleet St Mary nestles just to the south and is closely linked.
Character	Wainfleet maintains a close visual relationship with its rural hinterland and the open space around Northolme Hall which is shown on the inset map creates an important green wedge close to the village centre on its north east side. This area of historic parkland forms an essential part of the Conservation Area, encompasses archaeological features and a definitive footpath which affords public access and will be safeguarded from inappropriate development. The historic Market Place and surrounding streets build on that character, and although it is a fairly compact village, that retains its historic core, more recent, estate type development has seen it stretch out on Spilsby Road and Croft Lane to the north into the neighbouring parish of Croft. In addition to the River Steeping and surrounding open spaces around the church features of note is the windmill the railway station / crossing and Barkham Street.
Population & Housing	The 2011 Census records the population of Wainfleet as 1604 persons representing an increase of 70 (4.6%) over the 2001 figure but one that was much lower than the preceding decade. The age structure of the village is broadly in line with the District although there is a slightly higher proportion of children in both the 0 to 9 (1.3%) and 10 to 19 (0.7%) age groups. The main difference however lies in the 60 to 74 year age groups where there were 4.6% fewer people than the average. With 709 dwellings and an average density of 2.26 persons per household the village is comparable with the District average of 2.24 pph. Unlike many villages home ownership levels in Wainfleet are lower than the District average with only 31.3% being owned outright (EL 42.2%) and 23.7% being mortgaged compared to the 26.8% average. In contrast the proportions of social rented and private rented households is higher in Wainfleet and this may reflect either the role of the town or historical factors such as local authority housing strategy. In 34% of households in Wainfleet the head of the house is over 65, the District average is 37.4%, and the number of those houses with a mortgage is also significantly (13%) lower.
Employment	At 2011 51.2% of 16 to 74 year olds were economically active, compared to the average of 55%. Although levels of part time employment are

	<p>comparable with District rates, the proportion of workers who are employed full time is 3% lower.</p> <p>The 7 main employment sectors in Wainfleet match the most common for the District. There is some difference in the number of workers in each category, these are: - 3% more people in Wainfleet are employed in wholesale and retail, and 2.5% more work in education. In addition there are some 4.1% fewer people in Wainfleet who work in Public administration than the average (6.5%).</p> <p>There is a small employment estate between the village and the A52.</p>
Infrastructure	<p>Access. The A52 and railway provide good links to nearby centres and there is a commuter bus service but not a shopper bus.</p> <p>Water Infrastructure – Wainfleet is served by its own Water Recycling Centre. Using red, amber and green as indicators of issues with the water system the facility and water resources/supply is green. Flood risk from the surrounding drains/rivers is a potential issue for large parts of the village.</p> <p>Education. There is capacity at the Primary School in the village which is recorded as having capacity for additional students. Secondary provision is available in Skegness, Boston or Spilsby.</p> <p>Health. There is a GP surgery in Wainfleet with additional capacity.</p>
Further commentary	<p>As set out above there are several potential constraints to the capacity of infrastructure to accommodate additional growth in Wainfleet without further investment. Flood Risk is a significant issue in Wainfleet, with both fluvial and coastal flooding affecting parts of the village; some in combination.</p> <p>Given the issue with the level of flood risk in and around the settlement the amount of growth for the settlement is only moderate but considered appropriate.</p>



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TF4959



1:4500

WAINFLEET

SITE ALLOCATIONS FOR WAINFLEET

Site Reference	WAI305	Promoter: Owner is known to the Council	
Site Location	Land off Mat Pitts Lane, Wainfleet		
Site Description	Agricultural Lane		
Site Area	1.87 ha	No of Dwellings	Capacity 35 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	Yes the site is suitable. The site is outside flood risk except for a small area which is the access area and this is only coastal flood risk. The south of the site leading off Magdalen Road was allocated in the 1995 Local Plan. The site has little in the way of boundary features and any landscaping would enhance biodiversity. It is flat and development of it would impact to a degree on views to the wider countryside. The site is close to services and facilities in the village and is connected by a footpath along Mat Pitts Lane. Mat Pitts Lane leads to the open countryside which could encourage walking and cycling.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

Site Reference	WAI308B	Promoter: Owner is known to the Council	
Site Location	Land off Barton Road, Wainfleet – promoted with WAI308		
Site Description	Agricultural land and former railway sidings		
Site Area	0.46 ha	No of Dwellings	Capacity 9
Suitability of the site in broad planning terms	Yes, the site is suitable. An area nearest the existing development is free from flood risk; the use of the land is a mixture of agricultural land and former railway sidings. The boundary treatments are a mixture of hedges and mature trees and any landscaping would enhance biodiversity. The site would not impact on the wider landscape because its boundary treatment screens the site to a degree. It would not impact on the townscape. With regard to the historic environment the site is adjacent to the listed Batemans building but the south western boundary has mature planting which screens the listed building and this could be supplemented with additional planting. With a high quality design the impact should be minimal. Access is through Barton Road and the site is close to services and facilities.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	WAI308	Promoter: Owner is known to the Council	
Site Location	Land off Barton Road, Wainfleet – promoted with WAI308B		
Site Description	Agricultural land and former railway sidings		
Site Area	2.65 ha	No of Dwellings	Capacity 7
Suitability of the site in broad planning terms	Yes the site is suitable. It is a mixture of agricultural land and former railway sidings. The boundary treatments are a mixture of hedges and mature trees and so the site would not impact on the wider landscape. Mature planting within the site provides good opportunities for biodiversity and these should be retained in the layout of any future development; additional planting will help supplement this. With regard to the historic environment part of the site is adjacent to the listed Batemans building but the south western boundary has mature planting which screens the listed building and this could be supplemented with additional planting. With a high quality design the impact should be minimal. Access is through Barton Road and Station Road and the site is close to services and facilities.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	WAI401	Promoter: Owner is known to the Council	
Site Location	Land off Mat Pitts Lane, Wainfleet		
Site Description	Agricultural Lane		
Site Area	0.71 ha	No of Dwellings	Capacity 13 reduced to 11
Suitability of the site in broad planning terms	Yes the site is suitable. The site is outside flood risk except for a small area which is the access area and a strip running down the boundary to the south, this is tidal flood risk only. The site has little in the way of boundary features and any landscaping would enhance biodiversity. It is flat and development of it would impact to a degree on views to the wider countryside and views back to the village from the public footpath south of the site. The site is close to services and facilities in the village and is connected by a footpath along Mat Pitts Lane. Mat Pitts Lane leads to the open countryside which could encourage walking and cycling.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

Site Reference	WAI407	Promoter: Owner is known to the Council	
Site Location	Land off Mat Pitts Lane, Wainfleet		
Site Description	Agricultural Lane		
Site Area	0.3.23 ha	No of Dwellings	Capacity 61 reduced to 34 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	<p>Yes the site is suitable. Part of this site is affected by flooding from a breach in the Wainfleet Relief channel and also Flood Zone 3 which runs through the site following a similar line to the hazard mapping. The site is presently an agricultural field with the railway line running along the rear southern boundary. There are some hedgerows forming the eastern boundary with quite an open western boundary. Development may improve biodiversity. The site would not impact on the townscape or the historic environment, the railway prevents the site impacting on wider views. The access would have to be off Mat Pitts Lane; though it could come off Magdalen Road this access is too narrow for the quantum of development. Mat Pitts Lane would require widening but the footpath does start in front of the house that borders the site. There is a public footpath crossing the site so this could encourage cycling and walking and access to the countryside. The site is subject to some flood risk and the capacity has been reduced to reflect this.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

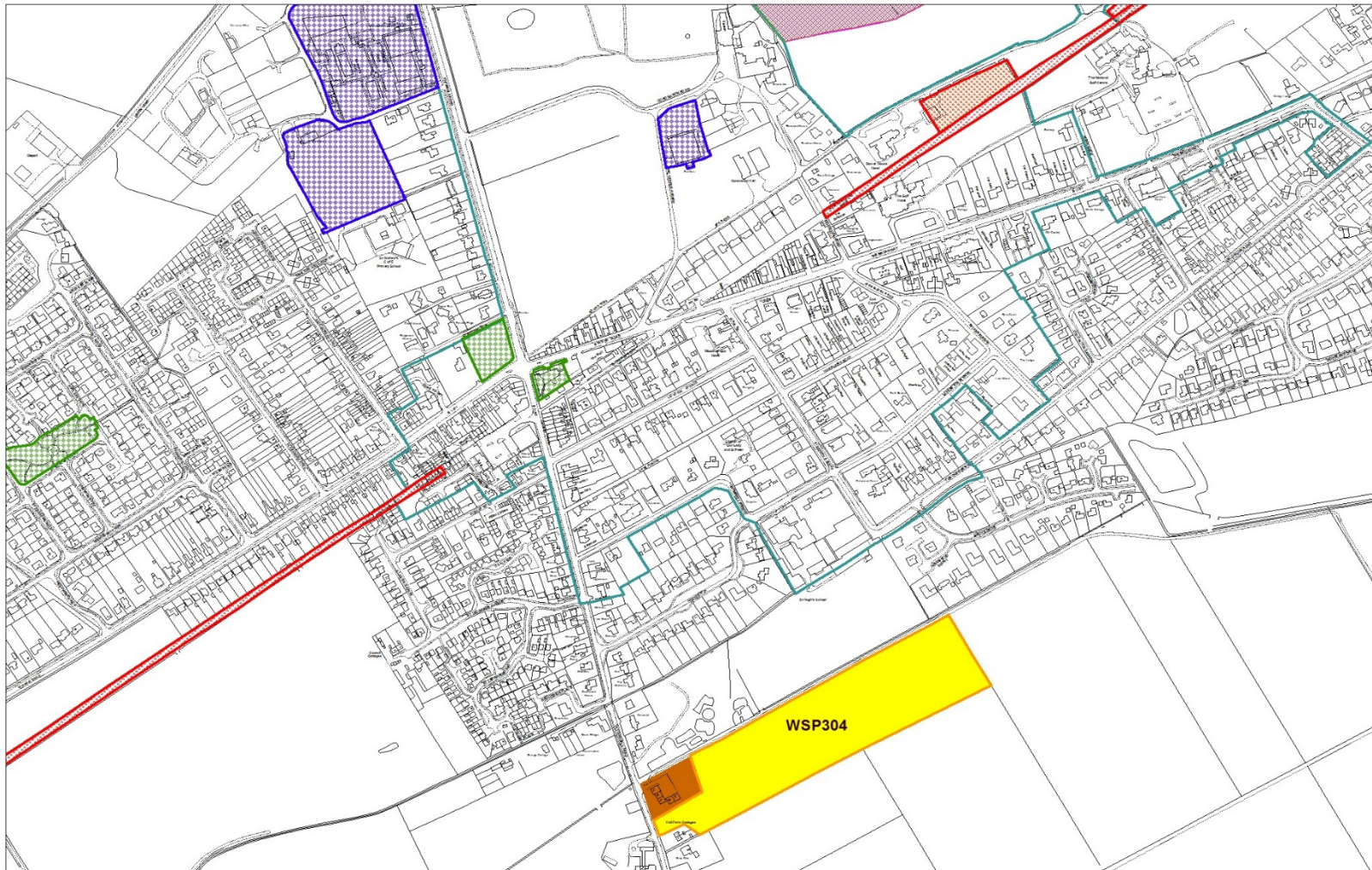
WOODHALL SPA

SETTLEMENT	WOODHALL SPA
Description of the services and facilities in the settlement	Woodhall Spa is the largest of the designated villages in the District based on population, and the level of services provided is a reflection of that size. It has a range of shops including two small supermarkets, 2 GPs, a dentist and a primary school. It is unique amongst the inland settlements as a tourist destination with several hotels and caravan sites and amongst its leisure facilities has two Golf Courses.
Location	Woodhall is located to the west and south of the District along the B1191. It is about 6 miles from Horncastle and 4 from Coningsby/Tattershall settlements that are classified as towns. At its western end the village merges with the parish of Kirkstead and abuts the River Witham and the boundary of the District.
Character	<p>The geology of the area has played a significant role in shaping and defining the character of Woodhall Spa. As the name indicates its history is closely linked with the development of the spa and its overriding character comes from the combination of woodland character that dominates much of the built up area and the Victorian/Edwardian building style that reflects its history as a planned settlement. In turn that character has been recognised through the designation of the historic core of the village as a Conservation Area and is recognised in the higher than average house prices locally.</p> <p>The B1191 is the main thoroughfare through the village and the bulk of development has occurred either side of the road and extended into the adjacent parishes of Kirkstead and Roughton.</p>
Population & Housing	<p>At 2011 the population of Woodhall stood at 4003. This represents a doubling of numbers since 1961 (from 1978) with the most significant period of growth occurring between 1981 and 2001.</p> <p>The age structure of the population in Woodhall Spa shows a number of differences to the District averages. In the 0 to 9 and the 10 to 19 age groups the differences are small (Woodhall, 8% and 11.3% compared to 8.9% and 11.3%). However, in the 20 to 59 age groups there are nearly 10% fewer in the village (35.5% : 45.2%), whilst in the 60 to 74 (26% : 23.6%) and notably in the 75 plus (19% : 11.4%) bands there are higher proportions in Woodhall than the norm.</p> <p>The population of Woodhall (4003) was made up of 1821 households giving an average occupancy rate of 2.2 persons per household compared to 2.24 across the District and reflects the slightly top heavy age structure.</p> <p>In terms of housing tenure the Census shows marked differences between Woodhall and the average. The number of homes owned 'outright' is markedly higher in Woodhall Spa (53.7% compared to 42.4% EL) and, although there are fewer homes 'owned with a mortgage' (23.6% compared to 26.8%), overall home ownership is 5% higher than the norm.</p> <p>In contrast, the proportion of social rented homes (5.6%) is about half the average (11%) whilst the proportion of 'shared ownership' homes at</p>

	<p>2.6% is 3 times the average of 0.8%, and there are also fewer privately rented homes.</p> <p>In the context of age and the head of the household this translates into a high (49.9%) proportion of households where the head of the house is over 65 compared to the average of 37.4% of which nearly 86% are owner-occupied compared to nearly 78% for East Lindsey. The number of over 65s in social rented housing is also lower than the average (5% compared to 9.1%) reflecting the overall breakdown of that tenure.</p>
Employment	<p>Woodhall supports a range of employment; the main sectors are Health 15% (EL 13.2%) Wholesale & Retail 13.2% (EL17.5%) and Public Administration 12% (EL 6.5%). The difference between the two latter of these also shows the greatest deviation from the district average and highlights the significance of Public Administration in the village.</p> <p>At 2011 the Census records 2640 persons as being of working age (16-74) of whom 1377 (52.2%) were in employment compared to the District figure of 55%. The numbers in full and part time employ were also broadly in line with the average, whilst the number of unemployed at 2.1% was 'half' the 4% average.</p> <p>One of the largest 'large villages' Woodhall has a dedicated employment site with 7 small units on site and space for further expansion.</p>
Infrastructure	<p>Access. Woodhall Spa is located away from the strategic road network and despite its designation as a village supports a wide range of services. Higher order services and facilities are accessible either in Horncastle or the larger centres of Lincoln and Boston.</p> <p>Water Infrastructure – Woodhall is served by its own Water Recycling Centre. Using red, amber and green as indicators of issues the facility is red and water resources/supply is green. The settlement is bounded on the west by the river Witham and there is some flood risk around the edge of development but it is not envisaged that this will constrain growth.</p> <p>Education. Woodhall Spa has a primary school but secondary education is provided nearby in Horncastle and Tattershall.</p> <p>Health - Woodhall Spa is well served with medical facilities with 2 doctors surgeries</p>
Further commentary	<p>There are no significant constraints to further development identified but as recorded above there will be a need for further investment in education and sewer/sewerage services to accompany future growth.</p> <p>Woodhall Spa has a number of environmental factors, including sites protected for their biodiversity, trees and ancient woodlands and a conservation area. However, few of these affect the allocated sites as most of the protected areas are central or a distance from the edge of the village, and the sites are mostly located immediately adjacent to the settlement.</p> <p>In common with much of the district, Woodhall Spa does not have a lot of brownfield land.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there</p>

	<p>are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p>
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	<p>Woodhall Spa Parish Council are undertaking a Neighbourhood Development Plan (NDP), this will contain policies only and will have its own proposals map showing areas which its policies wish to protect</p>
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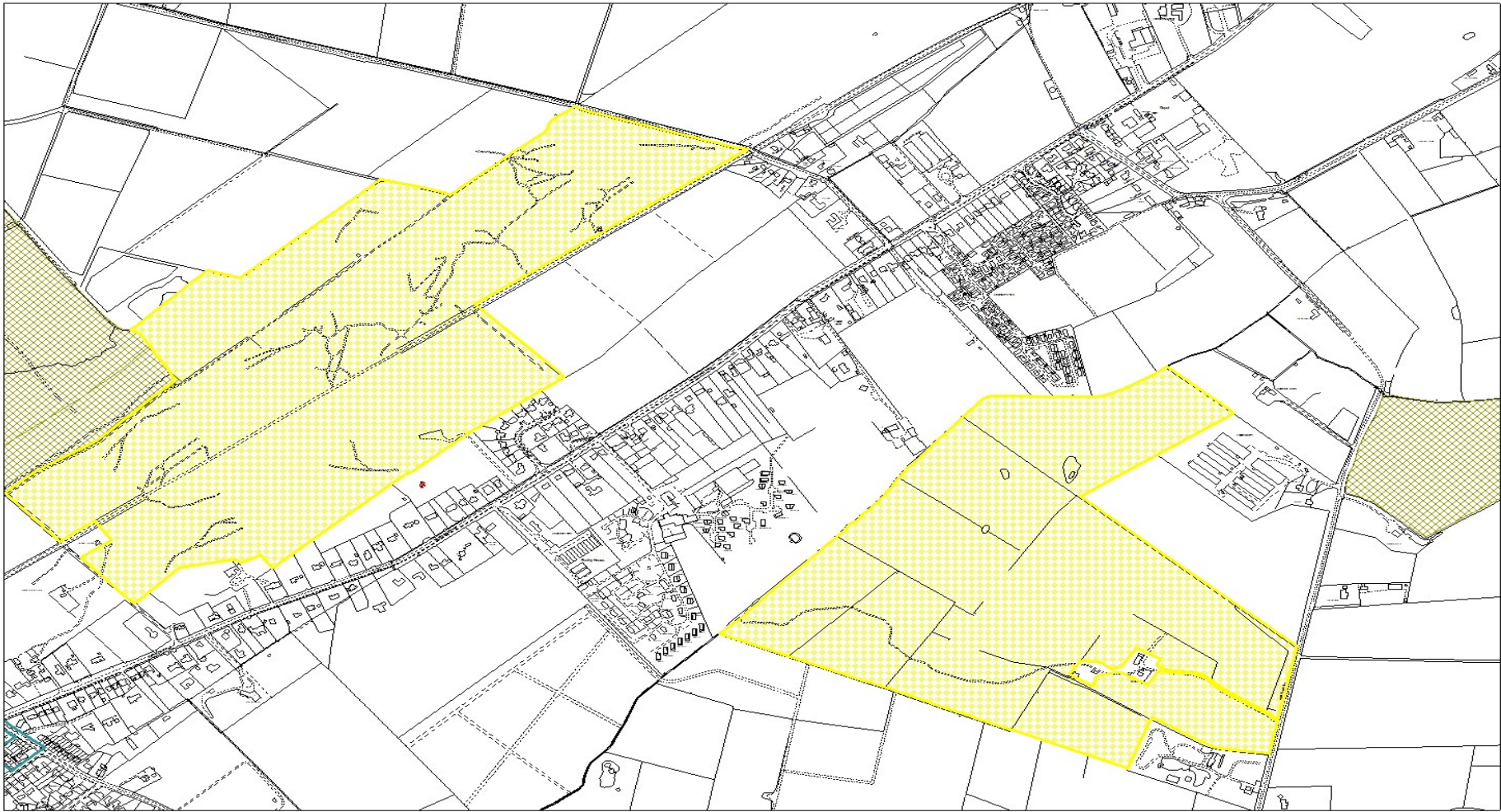


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WOODHALL SPA

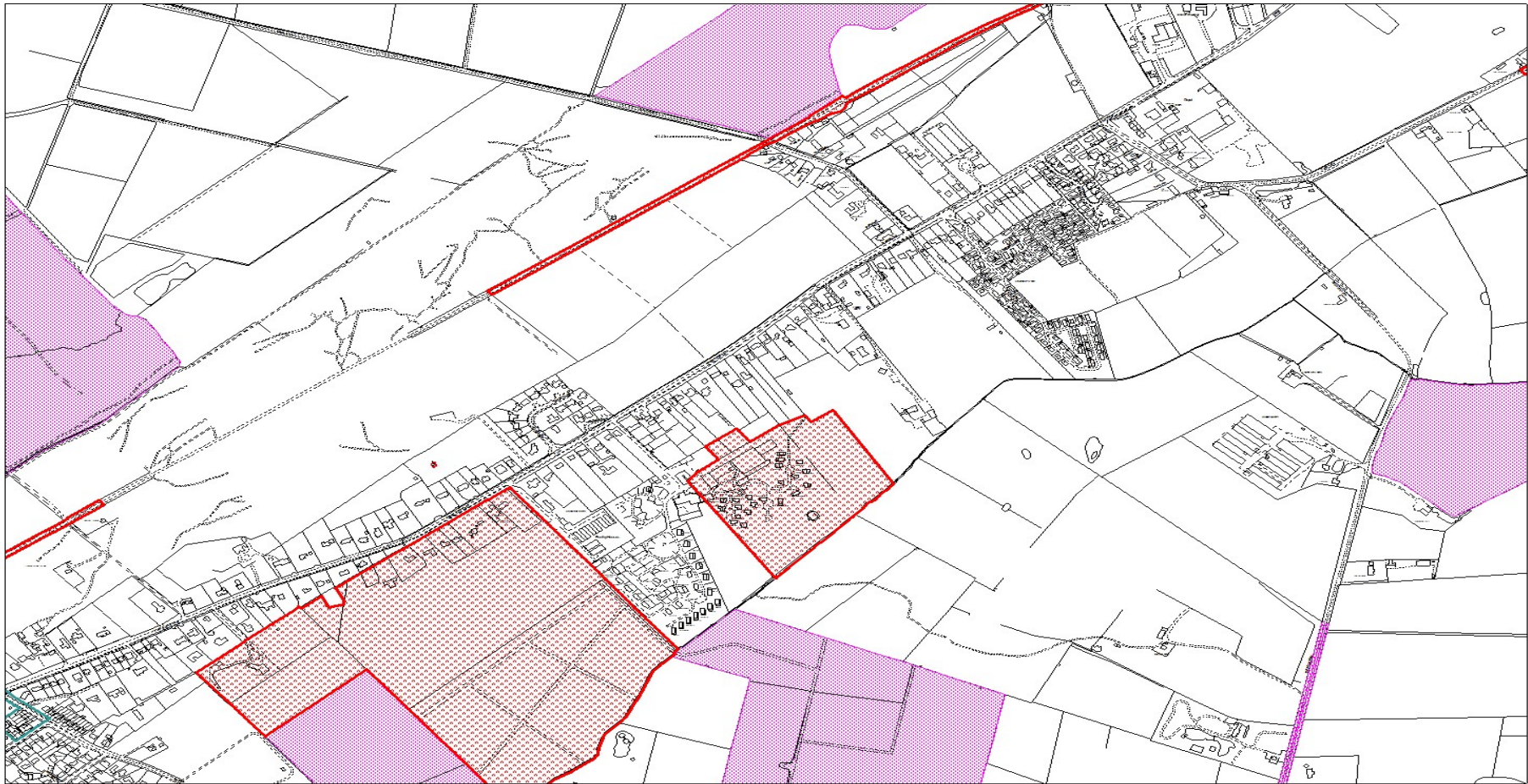


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WOODHALL SPA

SITE ALLOCATIONS IN WOODHALL SPA

SITE HAS PLANNING PERMISSION GRANTED 18/7/16 after the plan period commenced			
Site Reference	WSP304	Promoter: Owner is known to the Council	
Site Location	Land adjacent to St Hughs School, Tattershall Road, Woodhall Spa		
Site Description	Agricultural Land		
Site Area	5.34 ha	No of Dwellings	Capacity 105 reduced to 49 affordable housing 40% - 19
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk apart from the northern edge which is in flood zone 2. The site is agricultural land with a combination of woodland, a water course and school playing field to the north. The other boundary treatments are made up of hedges, although the eastern part of the site is a subdivision of a larger field and there is no boundary treatment in this area. Development would not impact on the wider landscape because of the site's boundary treatment. The site lies on the edge of the built environment, as well as woodland there is a school playing field to the north and the site sits comfortably alongside this. There would be no impact on the historic environment including the Woodhall Spa Conservation Area which lies to the north of the site. By linking to the woodland and the watercourse and additional green infrastructure as required on a site of this size, landscaping may enhance biodiversity on the site. The green infrastructure can also provide recreation opportunities. The site is reasonably close to services and facilities; there is a footpath connection on the opposite side of the road to the site leading to the centre of the village. The site can be accessed from Tattershall Road. Capacity has been reduced because of the flood risk and a planning approval which at present has an unsigned S106 agreement.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

Site Reference	WSP314	Promoter: Owner is known to the Council	
Site Location	Land off Green Lane, Woodhall Spa		
Site Description	Agricultural Land		
Site Area	13.79 ha	No of Dwellings	Capacity 250 as confirmed by the developer Potential affordable housing 40% - 75
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a flat agricultural field with an open boundary along Green Lane and the dwellings on the east and south boundaries. Development would not impact on the wider landscape because the site when viewed from Green Lane looks back to the built environment and views are obscured from Witham Road by development. The site provides a natural extension to</p>		

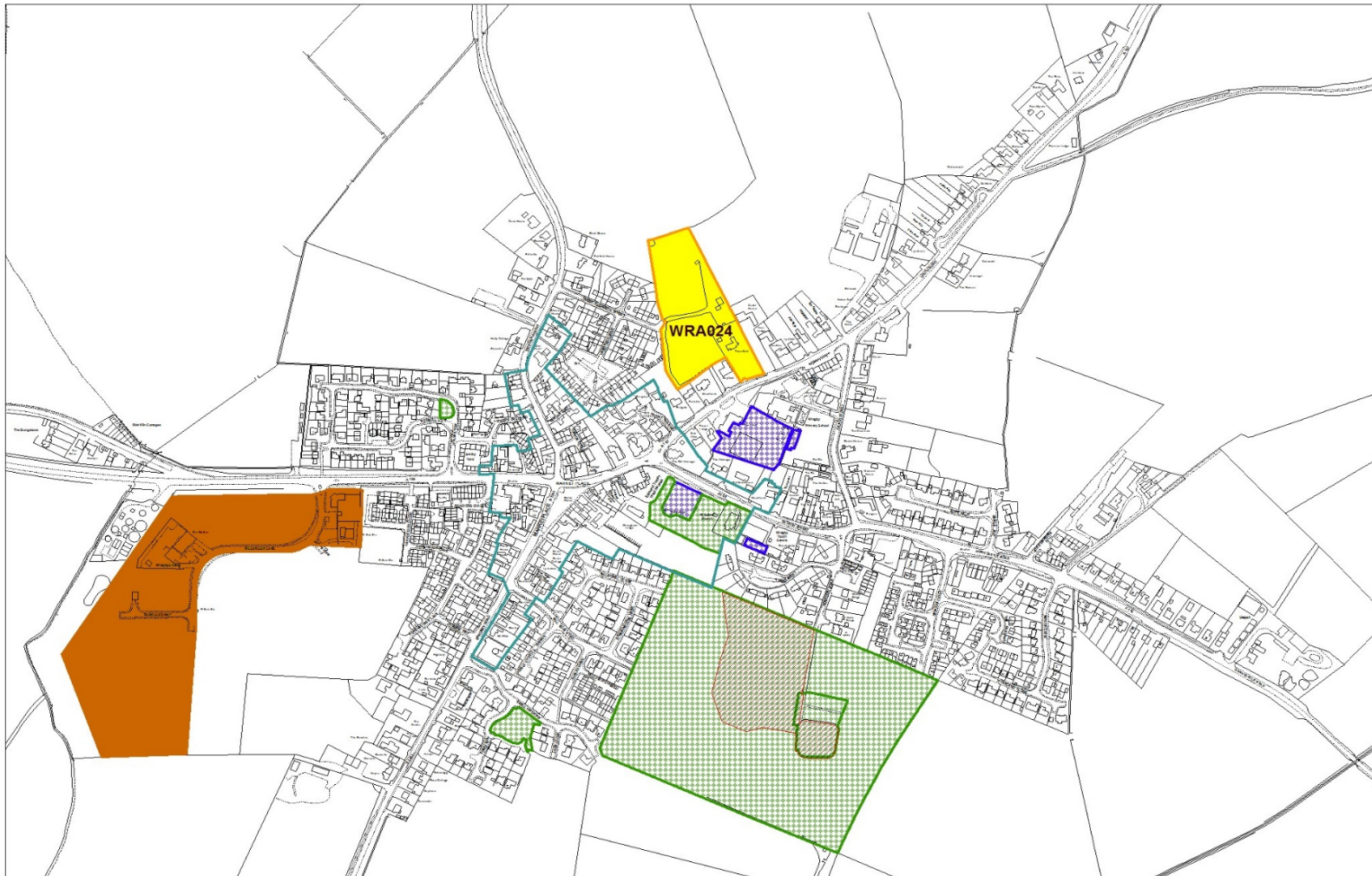
	the built environment and fits in with the existing pattern of development. There would be in impact on the historic environment. The site is reasonably close to services and facilities; there is a footpath connection on Witham Road leading to the centre of the village. There are three acceptable accesses into this site from existing development to the east all have footpath connections. Green Lane to the north is very rural and narrow and the site is large enough to consider a green walking and cycling corridor running alongside the lane, this could link with adjacent public footpaths out into the open countryside. Capacity must allow a suitably wide green corridor for landscaping walking and cycling along Green Lane.
Infrastructure	No major infrastructure constraints to the development of the site though Anglian Water have recommended that a detailed odour assessment is undertaken to demonstrate no adverse impact on future residents. To provide evidence to demonstrate that a suitable distance is provided from Woodhall Spa Water Recycling Centre and sensitive development (buildings which are regularly occupied) as part of any detailed planning application
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period.

Site Reference	WSP315	Promoter: Owner is known to the Council	
Site Location	Garage on Witham Road, Woodhall Spa		
Site Description	Petrol filling station, house and garden		
Site Area	0.66 ha	No of Dwellings	Capacity 13
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a garage with a bungalow and some grassed land at the rear. There are some trees within the site. Development would not impact on the wider landscape because the site already has development on it which blocks views from Witham Road. The site provides a natural infill extension to the built environment and fits in with the existing pattern of development. There would be no impact on the historic environment. Development of this site involves the loss of the garage which may involve job losses. The site is reasonably close to services and facilities; there is a footpath connection on Witham Road leading to the centre of the village and a regular bus service runs along Witham Road. The site is close to the River Witham and the recreational opportunities that this provides. There is already an acceptable access into this site.		
Infrastructure	No major infrastructure constraints to the development of the site		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period.		

WRAGBY

SETTLEMENT	WRAGBY
Description of the services and facilities in the settlement	Wragby is one of the larger villages in the District and has a range of shops, located around the Market Place. It also supports a library and community hub, a doctor's surgery, primary school, village hall, a sports hall and playing field. There is also an employment site in the village and it benefits from commuter and shopper bus services.
Location	Located approximately 11.5 miles from Lincoln and 10 miles from Horncastle, on the main A158 Wragby is at the western edge of the District at the junction of 5 roads. The A158 is part of the strategic road network serving the County providing a main corridor for holiday traffic to Skegness from the East Midlands and beyond.
Character	<p>The village is centred on its busy historic market place and this area, along with the Church a little way to the east is designated as a Conservation Area. To the south east of the village off Cemetery Road are the remains of a Moated Manorial Complex and an early Church along with the Cemetery. This significant heritage asset is already protected because it is a scheduled ancient monument, it is also set within its own green space and the whole site forms an important feature in the local landscape, therefore the green space surrounding the monument is also considered worthy of protection on the inset map.</p> <p>Recent development has seen the village expand and it is now surrounded by modern urban scale development.</p>
Population & Housing	<p>The resident population of Wragby in 2011 was 1768 an increase of 407 (29.9%) over the 2001 figure and continues the trend of above average growth experienced since WW2. The age structure of the village is broadly in line with the District average although proportionally, there are marginally more persons in the 0 to 9 and 10 to 19 age groups.</p> <p>At the Census there were 805 households with an average of 2.19 persons per household compared to the District average of 2.24.</p> <p>Home ownership levels in Wragby are 43.5% (owned outright) and 28.3% (with mortgage). These figures are 1.1 and 1.5 percentage points higher than the average, so are not significantly different. There are nearly 2% more social rented households in Wragby than the average but by comparison the number of private rented properties is 3% fewer.</p> <p>Compared to the average of 37.4%, the proportion of households in Wragby, where the head of the house is over 65 is 38.6% and although the owner occupied levels are comparable; suggesting that the village provides for a range of home buyers rather than solely a commuter market. Also notable is the 12.9% of 'older' households in social housing the levels in Wragby that is 3.8% higher than the average.</p>
Employment	Two large employers have closed their operations in Wragby over the last 20 years and although the village has an identified employment site which hosts the fire station, a children's nursery, take-up of the site has been limited. The allocation has therefore been reduced in size to reflect anticipated need and planning permission has been granted for housing in 2013 on part of the site. The rest of the site as shown on the inset map will be protected for future employment uses.

<p>Infrastructure</p>	<p>Access. As indicated above Wragby's location on the strategic road network and associated public transport service provides good access to the wider range of services in close-by Lincoln.</p> <p>Water Infrastructure – Wragby is served by its own Water Recycling Centre. Using red, amber and green as indicators or issues the settlement is green.</p> <p>Education. There is currently no spare capacity at the Primary School. An extension to the school funded through existing developer contributions is proposed to resolve the issue.</p> <p>Health. There is a doctor's surgery at Wragby. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p>
<p>Further commentary</p>	<p>Wragby has a number of services and facilities including a vibrant centre which lies on the main route through the village.</p> <p>The settlement has a number of existing commitments and therefore there is only the need to allocate one site.</p>



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WRAGBY

SITES FOR ALLOCATION IN WRAGBY

Site Reference	WRA024	Promoter: Owner is known to the Council	
Site Location	Land at Thornfield and the land to the rear, Louth Road, Wragby		
Site Description	House and garden to the rear		
Site Area	1.98 ha	No of Dwellings	Capacity 32 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a house and garden with grassed land at the rear, boundaries are weak at the rear with garden landscaping around the house; development would not impact on the wider landscape because the site is presently screened from the road by the existing house and garden landscaping. The site would form a natural extension to the built environment and lies within the main body of the village. There would be no impact on the historic environment, it would not affect the setting of Old Grammar School House, the building is orientated to the south, with the site to the north there will be no impact. The land has no historic connection/significance to the school. The site is close to services and facilities with a footpath along Louth Road, the vehicle access already exists and it is proposed to demolish the existing property which has no significant historical value, this will allow better access into the rear.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

CHAPTER 3 – COASTAL SETTLEMENTS

3.1 The Council is not proposing to allocate sites for housing in the coastal towns and large villages. It will still strongly support economic growth, improvements to community facilities and flood risk infrastructure as set out in the Core Strategy policies. The Plan does however highlight the following proposals.

- allocations employment
- environmentally sensitive areas
- town centres and protected (primary) shopping frontages
- serviced holiday accommodation areas (on the coast)
- coastal protection areas
- Coastal Amusement Centres and Foreshore Areas

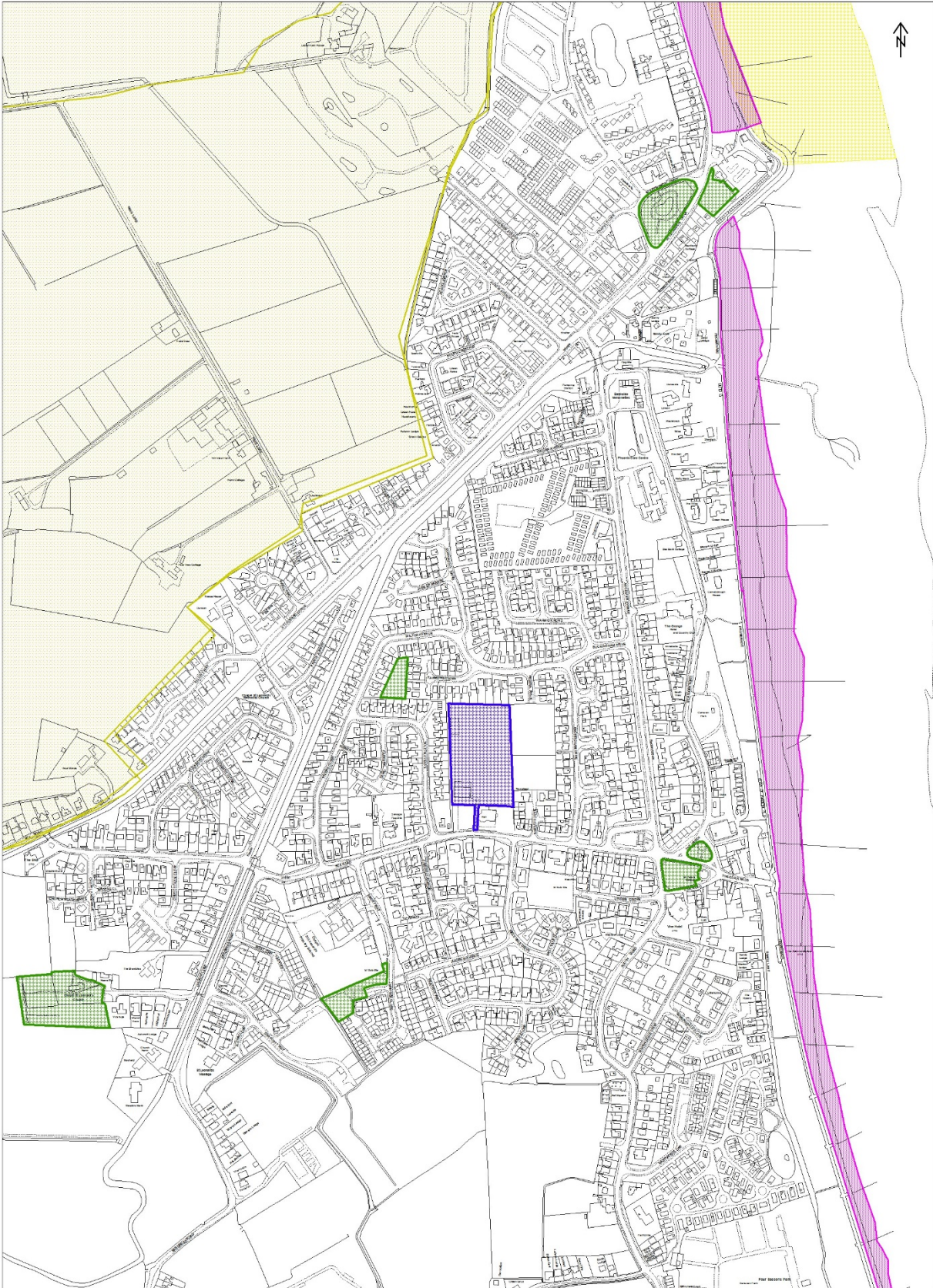
3.2 Set out in the table below are a list of the existing commitments in the Coastal Zone.

Addlethorpe	0
Anderby	2
Chapel St. Leonards	148
Croft	17
Ingoldmells	171
Mablethorpe	127
New Leake	0
North Cotes	0
North Somercotes	52
Saltfleetby All Saints	4
Saltfleetby St. Clements	0
Saltfleetby St. Peter	1
Skegness	563
Skidbrooke + Saltfleet Haven	10
South Somercotes	0
Sutton On Sea	155
Theddlethorpe All Saints	0
Theddlethorpe St. Helen	7
Trusthorpe	0
TOTAL	1257

CHAPEL ST LEONARDS

SETTLEMENT	CHAPEL ST LEONARDS
Description of the services and facilities in the settlement	Chapel St Leonards is a large coastal village with roughly equal areas developed for residential and holiday uses – primarily of caravans and associated attractions. It supports a range of services including a wide range of shops, banking facilities, several public houses, primary school and doctors. It also supports a number of businesses and associated employment.
Location	Located on the coast between the towns of Mablethorpe (10 miles) and Skegness (7 miles), Chapel St Leonards is barely a mile from Hogsthorpe due west, and 1 mile from Ingoldmells to the south; both also large villages. It lies to the side of the A52 road that is part of the strategic road network,
Character	<p>For the greater part Chapel St Leonards has developed since WWII primarily between the Willoughby High Drain and Chapel Point and Sea Road with the bulk of holiday 'homes' along South Road and more recently along Trunch Lane. The village centre is located around the Pullover with shops, medical centre and the green that dominates the area creating a sense of openness.</p> <p>Although there are some older properties much of the village comprises of newer development with an emphasis on bungalows in 'tight' modern estates whilst holiday development dominates along South Road. Beyond Trunch Lane caravans which, barring a narrow band of caravans along the coast, quickly give way to open countryside and an important break in development that otherwise stretches unbroken to south of Skegness.</p>
Population & Housing	<p>In 2011 the Census records Chapel as having a resident population of 3384 representing a fall of 21 over the number in 2001. This fall continues the trend shown by previous Censii after 1981 and the exceptionally high levels of growth (72%) recorded in the preceding period between 1971 and 1981.</p> <p>Compared to the age structure of the District, the numbers of people in the 0 to 59 are all lower in Chapel, with 4.2% fewer in the 0 to 9 age band; 3.5% fewer in the 10 to 19 age band and, 8.6% less in the 20 to 59 age group. In the higher age group - between 60 and 74 the variation to the norm is more marked, with the main difference being the much higher proportion (35% compared to 23.6%) being found in Chapel. That imbalance also occurs in the over 75 age groups which, at 15.9% is 4.5% higher than the average.</p> <p>With 3384 persons in 1685 households the average persons per household in Chapel St Leonards at 2.01 is considerably lower than the 2.24 average but, given the higher age of much of the population and small number of children this is to be expected.</p> <p>The overall pattern of home ownership in Chapel (72.2%) is broadly similar to that of the District (69.2%) although the proportion that are owned rather than owned with a mortgage is nearly 12% higher than the norm of 42.4%. (The number owned with a mortgage in Chapel is 18%, compared to the average of 26.8%).</p>

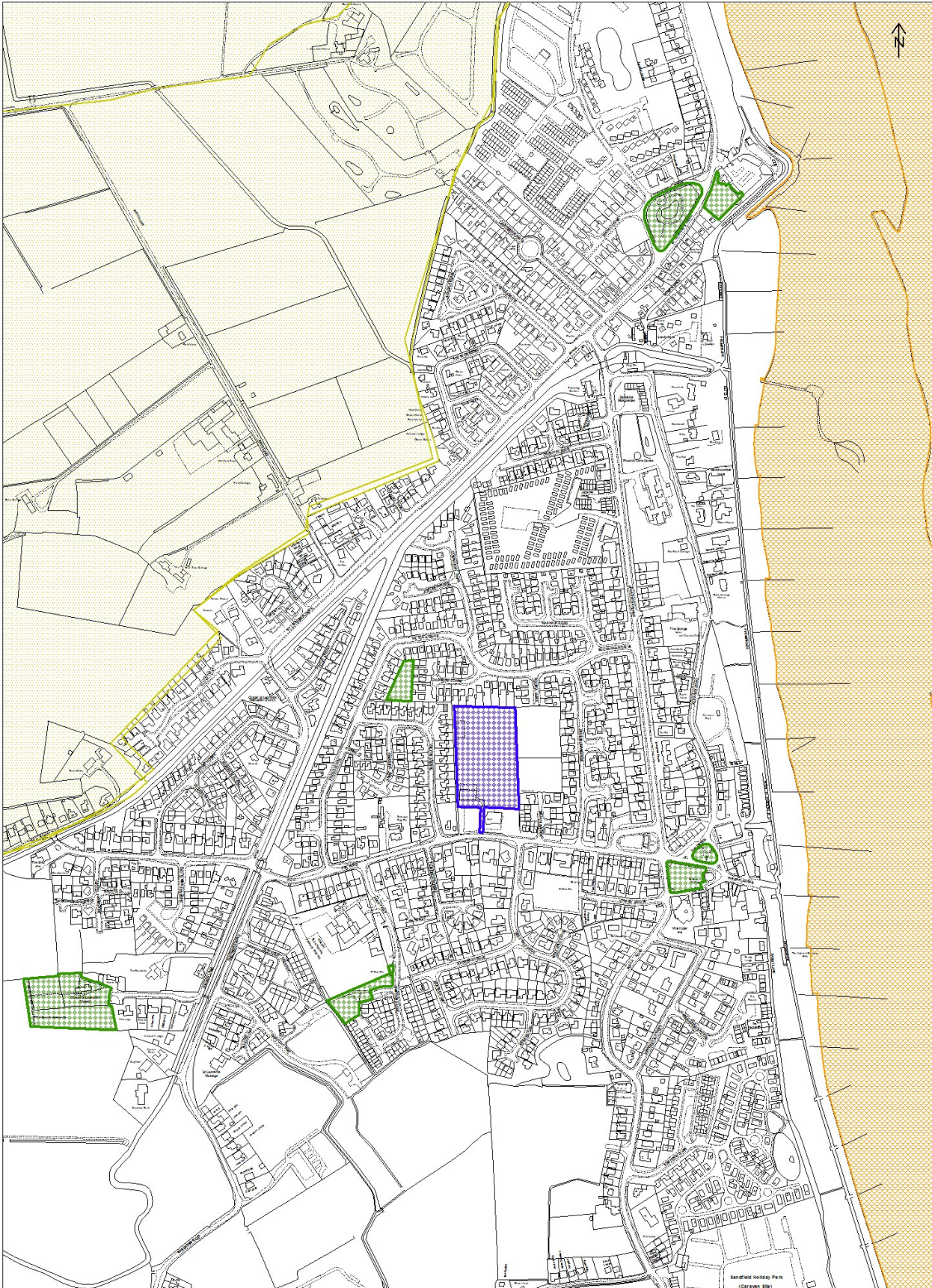
	<p>There is also a significant difference in the number of social rented households in Chapel with only 6.1% compared to the average of 11% for the District. Chapel St Leonards also has a high (17.3%) level of privately rented households recorded- the norm is 15.3%.</p> <p>As might be expected the number of households where the head of the house is over 65 (at 49.7%) is considerably higher than the average of 37.4% and similarly the percentage of over 65 owner occupiers is also above the norm, there are however 50% fewer socially rented households occupied by the 65+ age groups.</p>
Employment	<p>There is no Council sponsored employment site at Chapel St Leonards and the site identified in the previous Plan has not been brought forward.</p> <p>Analysis of the main employment sectors confirms that tourism accommodation is the largest employer with 22% (EL 8.9%) involved in that sector. At 19.2% Wholesale and Retail is the next largest sector compared to 17.5% across the area, whilst third is the Health largest form of employment. There are variations between Chapel St Leonards across other sectors but, apart from the Manufacturing and Education sectors which both employ 3% fewer locally, these variations are relatively small.</p> <p>At the time of the Census 11.1% of people in the 16 to 74 age group were economically active compared to the average of 14.3%. of those far fewer (19.4%) were employed full time to the Districts 29.8%. there were also a smaller number of self-employed people recorded (7.9% : 10.9%) and also fewer people employed part time.</p> <p>The number of retired persons (37.8%) was also significantly higher in Chapel at 37.8% compared to 24.1% across the area but the number of unemployed was only slightly higher at 5.5% compared to 4%.</p>
Infrastructure	<p>Access. Although Chapel is located close to the A52 coast road and has good links to the services in Skegness access to the inland towns and beyond is more circuitous. There are good public transport links providing access to higher order services in the nearby towns for commuters and shoppers.</p> <p>Water Infrastructure - As a coastal settlement the key threat at Chapel St Leonards is from coastal flooding (either breaching or over-topping). The Willoughby High Drain also has an outlet at Chapel Point and there may be an issue around flooding linked to this water way.</p> <p>Education. There is a primary school at Chapel. Secondary education facilities are available in Alford and Skegness</p> <p>Health. Chapel St Leonards has a doctor's surgery that is part of a larger practice. The practice has a high patient to doctor ratio, with issues in the summer season by the high influx of visitors to the practise. The hospital at Skegness is also relatively close by.</p>



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CHAPEL ST LEONARDS



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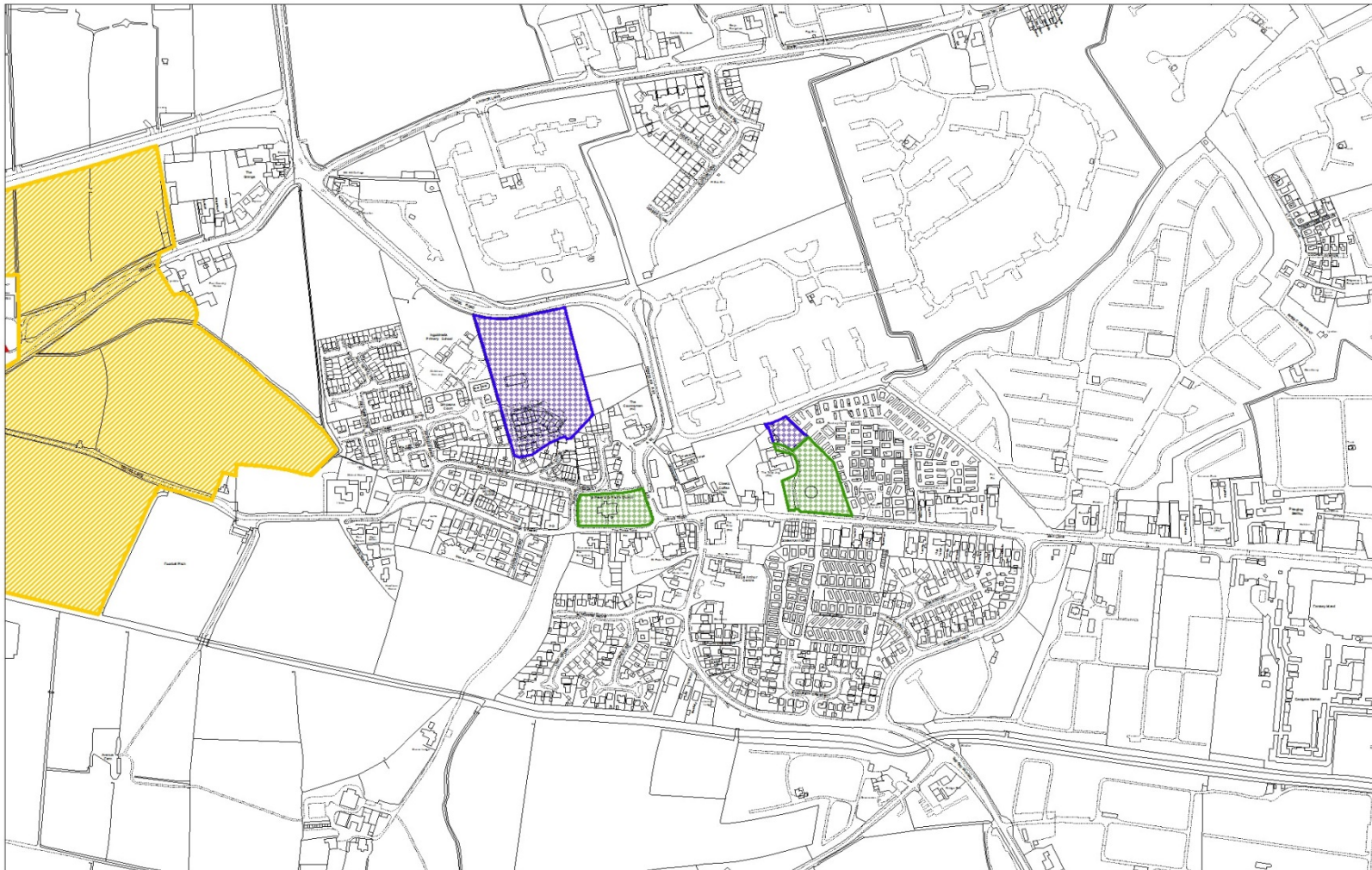
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CHAPEL ST LEONARDS

INGOLDMELLS

SETTLEMENT	INGOLDMELLS
Description of the services and facilities in the settlement	Ingoldmells has a wide range of facilities including primary school, doctors surgery, public houses, village hall and food shops. In addition to large employer(s) it also has a number of other shops and other facilities linked to its holiday destination role.
Location	Ingoldmells village sits on the A52 about 3 miles north of Skegness (centre) and half a mile from the coast. It is just under a mile from the sea and a similar distance from Chapel St Leonard's to the north.
Character	<p>The historic core of Ingoldmells has a fairly small footprint around the junctions on the A52 with Sea Lane and School lane. This area is dominated by the Church and the small group of commercial properties. It is surrounded on 3 sides by more recent residential development comprising mainly of bungalows.</p> <p>Around the fringes and notably towards the sea it is interspersed with and then completely given over to holiday caravans and chalets. Between the village and beach the caravans on the older sites are arranged in serried ranks close together whilst the newer sites have a more informal layout. Along Sea Lane, up to and around the Roman Bank junction has developed as the core area for holiday amusements dominated by the Fantasy Island complex pyramid and rides. Although quiet over the winter months this part of Ingoldmells teems with people during the season and has a vibrant character.</p>
Population & Housing	<p>At the time of the 2011 Census the population of Ingoldmells was 2059, an increase of 163 (8.6%) over the 2001 figure. For comparison the population had declined over the previous 10 years after many years of continuous growth most notably between 1961-71 when records indicate it grew from 790 to 1278.</p> <p>In terms of the age structure the population at Ingoldmells is 'top heavy' but has some anomalies. There are 3.2% fewer children aged between 0 and 9 than the average and the difference in the 10 to 19 age group is 2.2% (Ingoldmells 8.6% : EL 10.8%).</p> <p>There is a difference of 4% in the 20 to 59 age band and, although this masks higher proportions (of between 3.5 and 4.9%) in the 20 to 29 ages, the smaller numbers in the 30 to 39 age groups negate that reversal in the pattern.</p> <p>The proportion of people in the 60 to 74 age groups is greater in Ingoldmells (27% compared to 23.6%) but in the over 75's at 9.4% there are 2% fewer than the district 'norm'.</p> <p>The population of Ingoldmells 2059 lived in 839 households giving an average of 2.45 per household which is somewhat higher than the average of 2.24 for the District. It is estimated that the tourist population is typically in excess of 21000 during the summer months and may rise to closer to twice that number at peak times.</p> <p>Home ownership levels in the village also vary from the norm and, although there are 7.5% more owner occupied homes (49.9%: 42.45), there were nearly 17% fewer 'owned with a mortgage' (10%: 26.8%). In terms of social rented households the proportion in Ingoldmells was</p>

	<p>17.1% compared to the 11%, and there were also marginally more privately rented households recorded. (16.7%: 15.3%).</p> <p>There are 7.2% more houses (whose head is over 65) in Ingoldmells than the average of 37.4% and nearly 80% of these are owner occupied – just 2% higher than the average; but at 5.1% far fewer older households live in affordable housing than the typical 9.1%.</p>
Employment	<p>There is no dedicated industrial site in Ingoldmells and the local economy is dominated by the tourist economy including the Butlins Holiday Park. In 2013 there were in excess of 8300 static caravans recorded in the Parish, representing 34% of the total along the coast, and the management/maintenance of the different elements of the holiday offer is the major economic driver locally.</p> <p>Also, with Skegness close-by there are further opportunities for employment in a more diverse market locally.</p> <p>The Census highlights the dominance of tourism on the economy; it records the main employment sectors as Accommodation & Food Services and confirms the dominance of that sector that employs 52.1% (EL 8.9%). A further 11.4% of jobs are in the Wholesale & Retail sector (EL 17.5%) with 'Other' at 9.2% the 3rd most common which is also higher than the average (EL 5.6%).</p> <p>Of the 1662 persons in the 16 to 74 age group at the 2011 Census, 33.3% were in full time employment and only 11.3% were part-time compared to the averages of 29.8% and 14.3% respectively, suggesting that despite the dependence on tourism, it has little seasonal impact.</p>
Infrastructure	<p>Access. Located on the main coast road with good links, including a commuter bus service into Skegness, residents of Ingoldmells can readily access a wide range of facilities/services. There is no evidence to indicate that tourist traffic is a serious issue locally.</p> <p>Water Infrastructure - As a coastal settlement Ingoldmells faces the threat of flooding from a breach or overtopping of the sea defences and the settlement lies in the 'danger to all and most' categories. The impact of any growth in the amount of holiday accommodation on the capacity of the sewerage system which is served by the Ingoldmells Water Recycling Centre. Using a red, amber, green to show issues with the system, the facility is red.</p> <p>Education. There is a primary school in Ingoldmells Secondary Education is available in either Skegness or Alford.</p> <p>Health. Ingoldmells doctor's surgery is part of a larger group which has a high doctor to patient ratio. Additionally the hospital at Skegness is available There are known issues linked to the number of visitors using local health services and putting pressure on their ability to deliver during the summer months.</p>



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INGOLDMELLS

MABLETHORPE/SUTTON/TRUSTHORPE

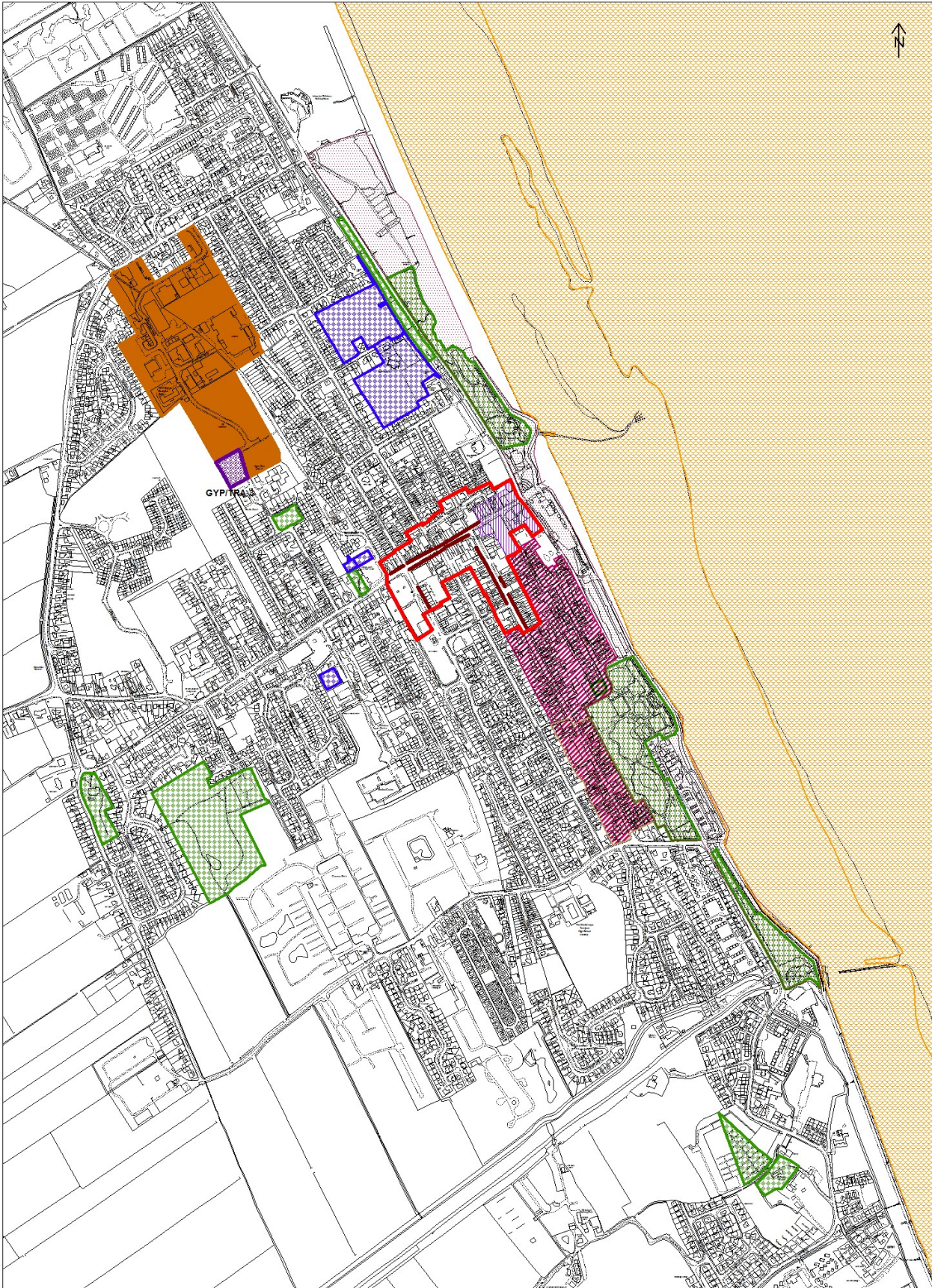
SETTLEMENT	MABLETHORPE & SUTTON
Description of the services and facilities in the settlement	Mablethorpe is the second coastal resort of the District, and like Skegness performs a dual role as service centre and holiday destination. It has a range of services, supermarkets, shops, and health, leisure and education facilities. Mablethorpe dominates the three areas that make up the settlement although Sutton on Sea also retains a small number of facilities including school and shops.
Location	Located on the northern section of the coast Mablethorpe is 15 miles by road from Louth, 17 miles from Skegness to the south, and 7 miles north east from the smaller market town of Alford. It is the larger part of the Mablethorpe, Trusthorpe and Sutton on Sea settlement. The town shelters behind the sea wall that protects from the high tides of the North Sea.
Character	<p>Mablethorpe's proximity to the sea and the railway has played a major part in shaping the character of Mablethorpe. At the centre of the town the High Street leads directly to the sea front and provides the spine for early development along roads running at right angles to the High Street and parallel to the sea. To the north Golf Road and to the south Seaholme Road define the boundary of the 'grid-iron' pattern that has shaped this part of the town.</p> <p>More recent development on the periphery of this core and in the surrounding areas includes a mix of development including modern housing with less formal street patterns, holiday parks and the more recent community hub around Stanley Avenue. There is no theme to development style in the town and no 'historic core' instead the centre is typified by utilitarian buildings that reflect the towns' tourist related background. Only a small number of hotels and guest houses remain in Mablethorpe but to the north the town is dominated by large holiday camps and their associated attractions, and stretch over half a mile from the limit of 'built' development.</p> <p>Between Mablethorpe and Sutton on Sea lies Trusthorpe. Formerly a village in its own right, it has few facilities and has been subsumed into the larger settlement that it looks to for most services.</p> <p>Sutton on Sea is a smaller settlement with traces of its past role as a tourist attraction but apart from the cohesive collection of shops and services, including chalets and paddling pools around the High Street, it is now dominated by housing areas.</p>
Population & Housing	<p>At the 2011 Census the population of Mablethorpe, Sutton on Sea and Trusthorpe was 12531. This compares to 11780 in 2001, the equivalent of a 6.4% increase, and is considerably lower than between earlier Censii when it ranged between 15 and 36%.</p> <p>In terms of the age structure, in the age groups 0 to 9, 10 to 19, 20 to 29 and up to 59 the proportion of the settlements population is consistently lower than the east Lindsey average. Between 0 and 39 years the figure is more than 2% in each grouping, rising to 4% lower in the 40 to 59 age bracket.</p>

	<p>By comparison in the 60 to 74 groups the proportion locally is 9% higher than the average and 4% higher for the over 75's indicating that the population is top heavy.</p> <p>At the Census there were 6708 households in Mablethorpe and Sutton and a resident population of 12531, equating to an average of 2.07 persons per household which is markedly lower than the District average of 2.24.</p> <p>In terms of home ownership the combined owned, and owned with a mortgage, levels in the settlement, at 71.8% are 2.6% higher than the District average. By comparison the social rented and privately rented proportions are broadly in line with the average.</p> <p>In Mablethorpe and Sutton, the head of the household is over 65 in 49.9% of cases compared to the average of 37.4% reflecting the imbalance in the overall population structure. Of these 83.1% are owner occupied compared to the average of 77.9%.</p>
Employment	<p>The Golf Road Industrial site, supported by the Council, provides the opportunity for economic diversification and reducing reliance on the tourist industry. However, as there has been little interest on the site and the bulk of the land allocated in the 1995 Plan remains undeveloped; and whilst expanding the employment base remains a Council objective no additional land is proposed in the Plan.</p> <p>Employment in tourism linked to the foreshore attractions, and the holiday camps / caravan sites remain a core feature of the local economy particularly in Mablethorpe itself and between Trusthorpe and Sutton on Sea where there are several large sites.</p> <p>The main employment sectors in the town are Wholesale and Retail (18.6%), Health and Accommodation. Of these the Health and Accommodation sectors vary most from the average (health 16.9% compared to 13.2%) and Accommodation (14.2% compared to 8.9%)</p> <p>There are also fewer people employed in Education (6.2%) compared to the average of 9.6%.</p> <p>In terms of employment the Census tells us that that time the number of economically active in the 16 to 17 age group in the town was just 41.6% compared to the average of 60.8% and that compared to the typical 29.8% of full time employees there were only 16.6% in Mablethorpe and Sutton. However, although the rate of unemployed was 0.6% higher than the 4% norm that figure is clearly not too distant from the average.</p>
Town Centre	<p>The High Street in Mablethorpe provides the main focus for the bulk of the retail and commercial activity in the town, between the Co-op store and the foreshore. There is some activity along the side streets where they abut High Street and a straggle of shops running further west as far as the Lidl store on the corner of Stanley Avenue. Stanley Avenue has also established itself more specifically as the 'community' hub with the more recent development of the Community Hall, Library and Council Offices, Children's and Medical Centres.</p> <p>At the eastern end of the High Street the holiday influence dominates land use and between Victoria Road and the Quebec Road that runs behind the sea wall. Here the aim of the Plan is to re-inforce that role by concentrating amusements so that they build on the main attractions on the foreshore itself, and at the same time protecting the core shopping</p>

	area and primary shopping frontage to the west and south on Victoria Road.
Infrastructure	<p>Access. Although Mablethorpe is located on the strategic road network with links north, south and west, the quality of those roads is comparatively poor and this contributes to the 'remoteness' of the town. The No9 bus service provides good links to Louth and Skegness and there is a town service available in the summer months. Because of the elongated, linear pattern of development access to the core facilities in Mablethorpe for residents of Sutton on Sea may be limited.</p> <p>Water Infrastructure - The main issue for Mablethorpe and Sutton on Sea is the threat of flooding from breaching and/or overtopping of the sea defences. The Wold Grift Drain (a main river) has its outfall at Trusthorpe and there is some potential for flooding associated with it. Limited development is proposed and will limit the pressures placed on the sewerage works and network.</p> <p>Education. There are 2 primary schools in the town, There are secondary schools nearby in Alford, North Somercotes and Louth</p> <p>Health. There are 2 doctors' surgeries in Mablethorpe that are part of a joint practice. Retaining medical staff is an issue and the practice has a high patient to doctor ratio which, when combined with a high number of old persons in the local population, creates issues for service delivery. The influx of tourists to the town also exacerbates this problem.</p>
Further commentary	A site with a maximum of 7 transit Gypsy and Traveller pitches is shown on the proposals map as allocated on the Mablethorpe Industrial Estate. This will be subject to an occupancy condition limiting occupancy to 15 th March to the 31 st October or the following Sunday because it is in the coastal zone and subject to coastal flood risk.

Site Reference	GYP/TRA 3	Promoter: Owner is known to the Council	
Site Location	Land on the Mablethorpe Industrial Estate, Mablethorpe		
Site Description	Gypsy/Traveller Site		
Site Area	0.43 ha	No of Dwellings	Capacity maximum of 7 pitches (transit site)
Suitability of the site in broad planning terms	Yes the site is suitable. The site is part of Mablethorpe Industrial estate and it is unlikely that there will be a biodiversity of any significance on the site. The site's location within an existing industrial estate means that there is unlikely to be any impact on landscape, townscape or the historic environment. The land is brownfield, however, it is within the highest flood zone (danger to all) on the Environment Agency's Flood Hazard Maps, this means that its occupancy will be restricted to between the 15 th March and 31 st October or following Sunday in the same way as other caravan sites in the Coastal Zone. There is an identified need for transit Gypsy and Traveller transit pitches in the District to meet the need of those travelling through the area. The site is close to services and facilities, being in walking distance of shops, medical facilities, schools and recreation facilities. The route has the benefit of footways along its length.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site is the Council who are willing to bring the site forward.		

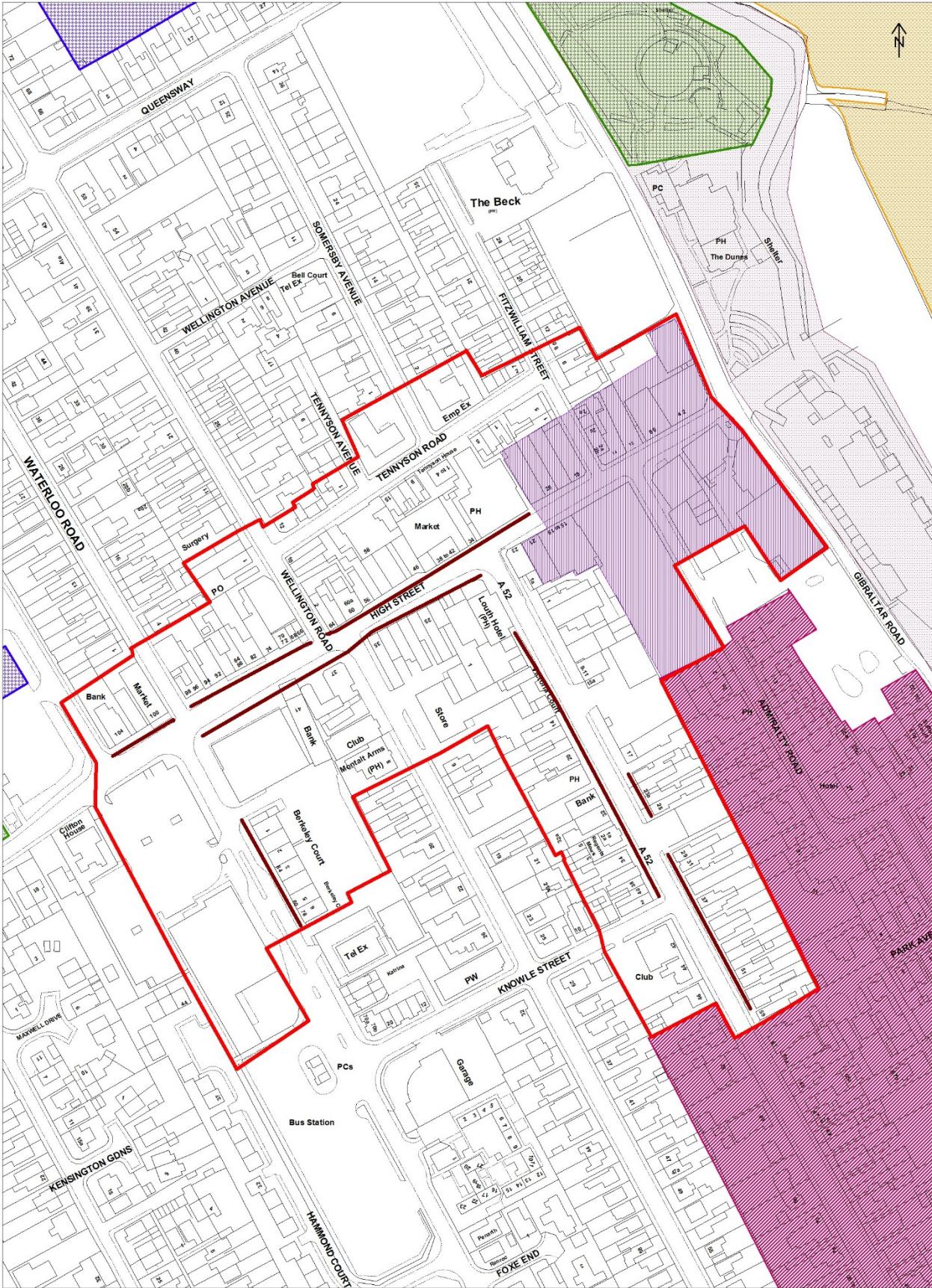
Viability of the site	No indication of any constraints that could affect viability.
Phasing	It is anticipated that the use will be implemented as soon as planning permission is obtained.



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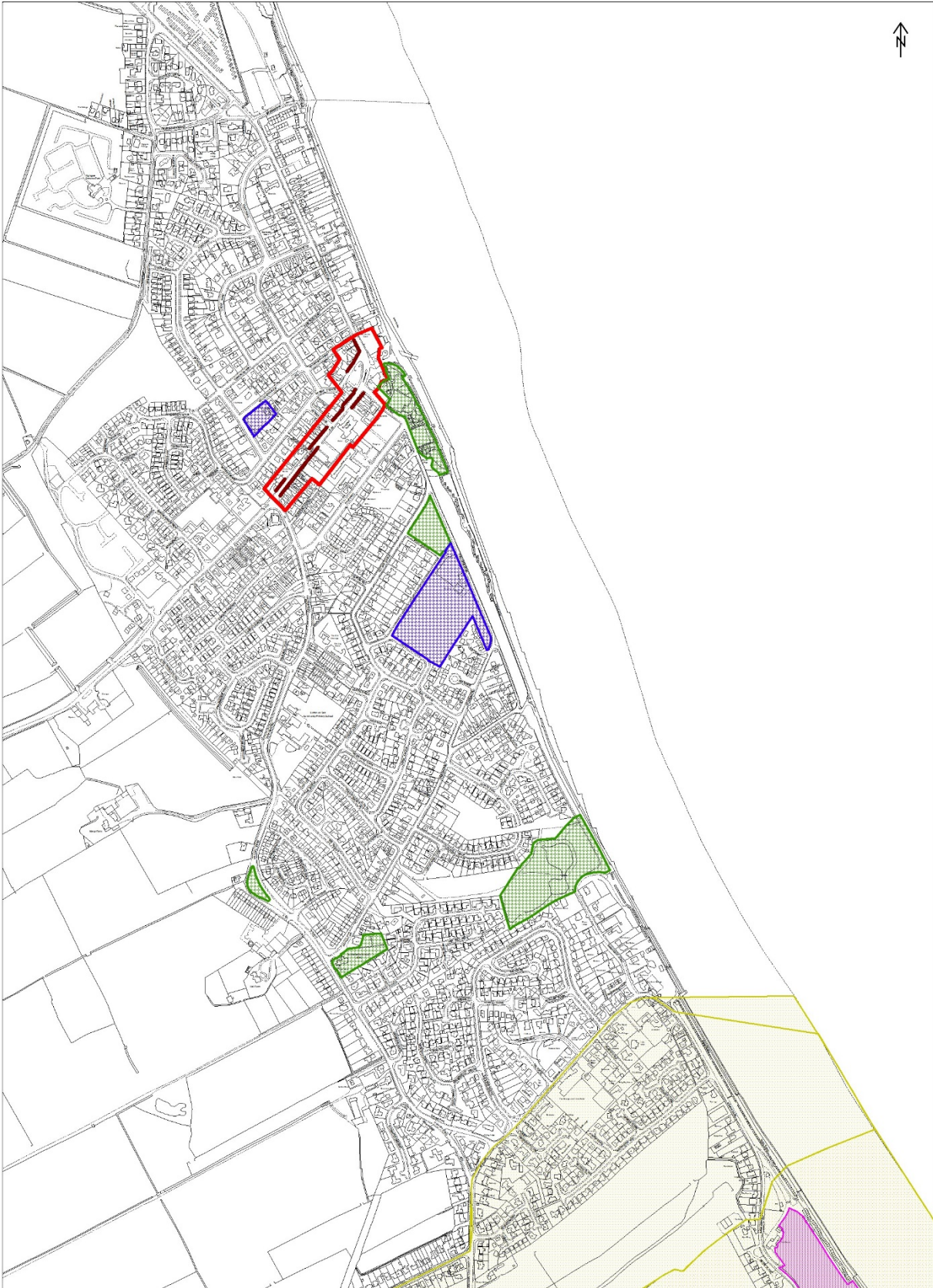
MABLETHORPE AND TRUSTHORPE



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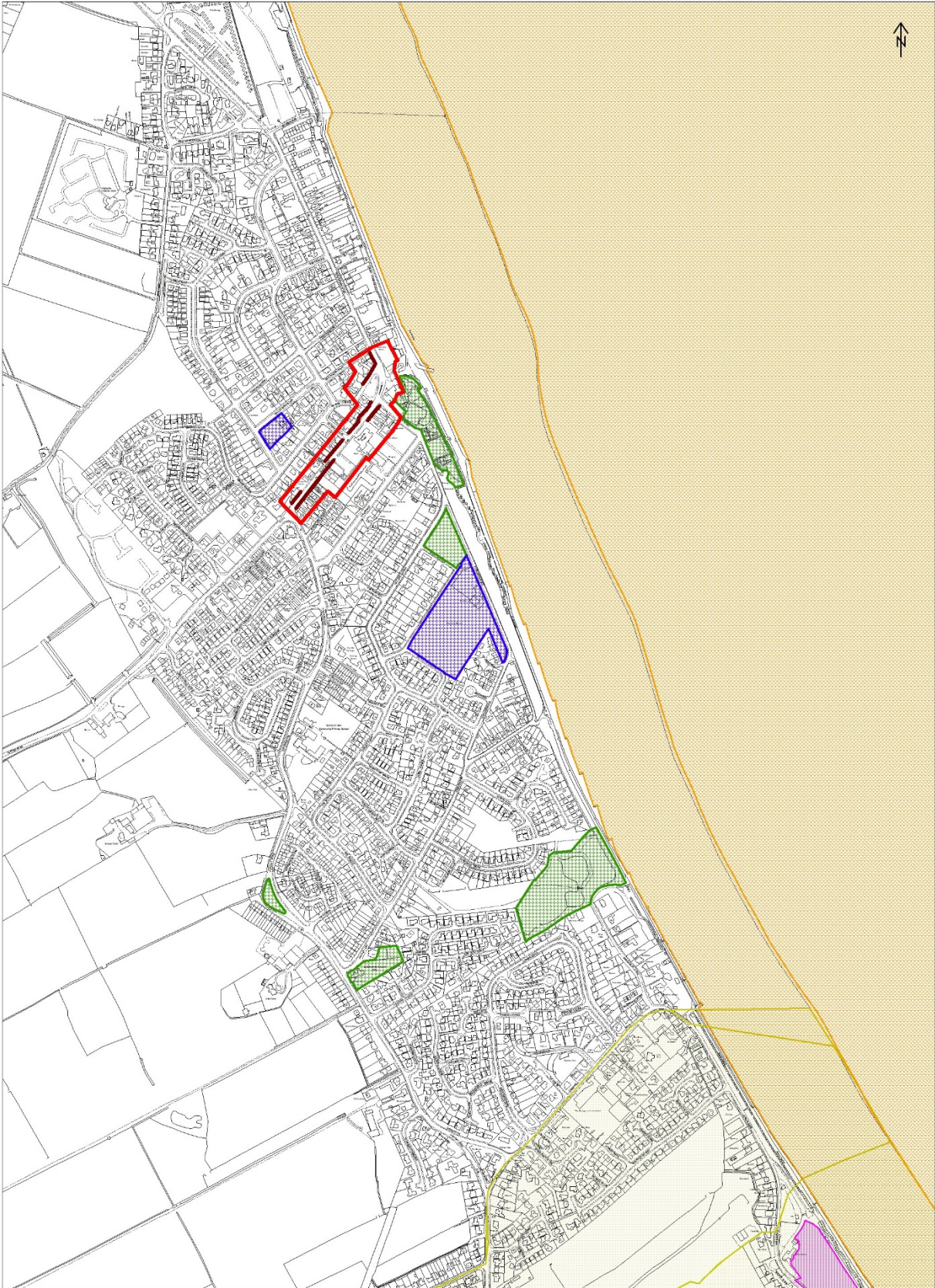
MABLETHORPE TOWN CENTRE



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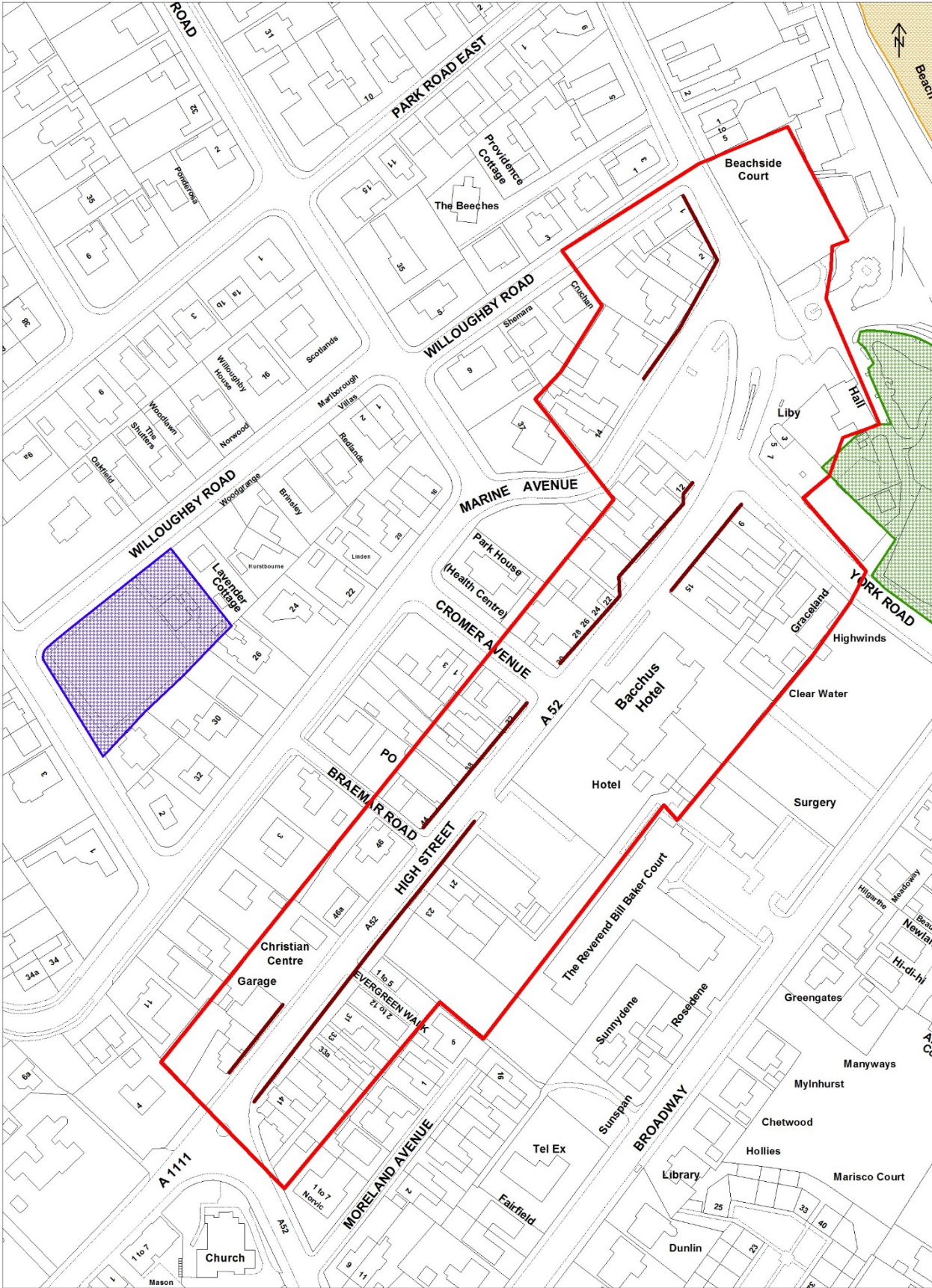
SUTTON ON SEA



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SUTTON ON SEA



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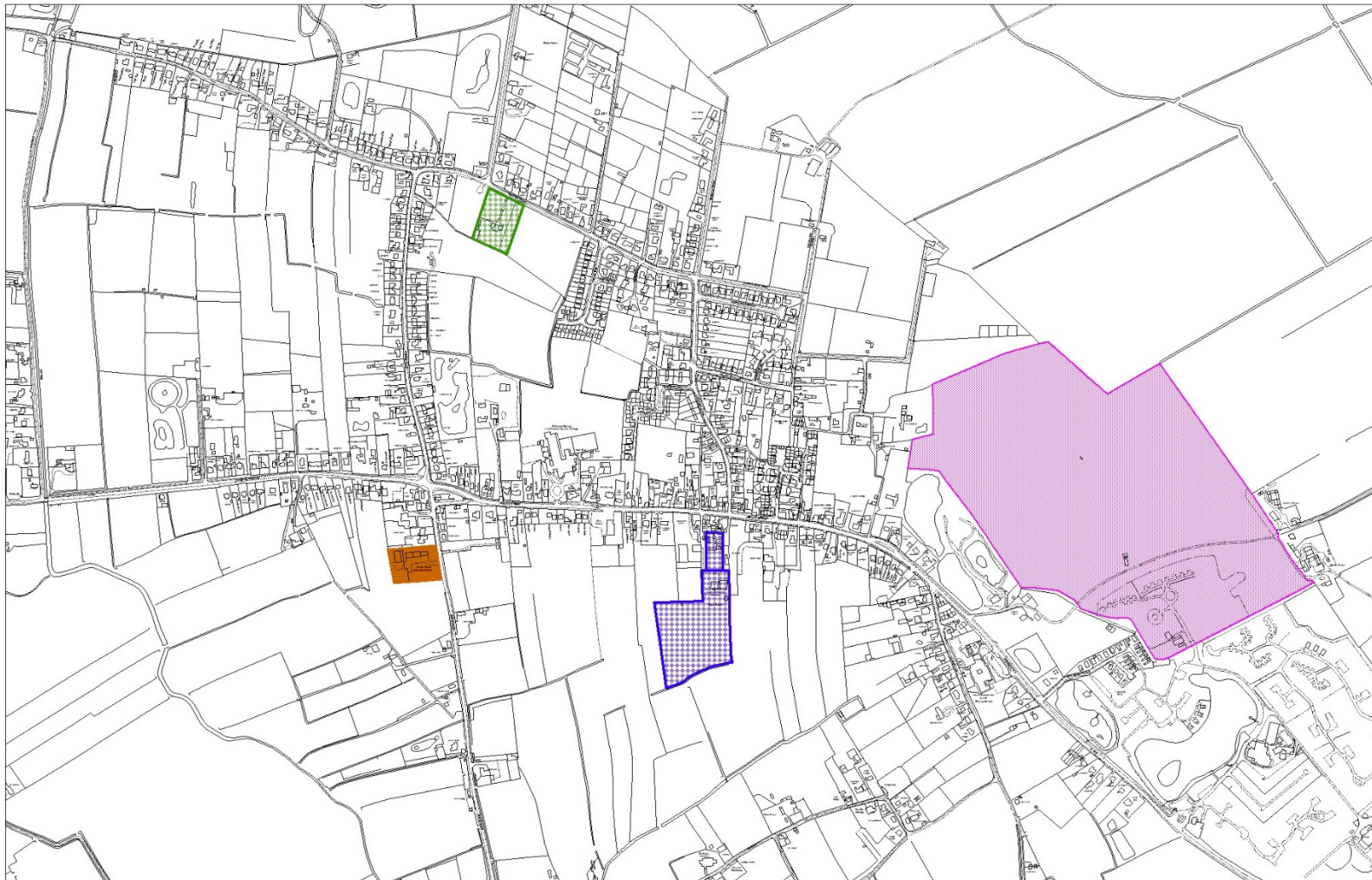
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SUTTON ON SEA TOWN CENTRE

NORTH SOMERCOTES

SETTLEMENT	NORTH SOMERCOTES
Description of the services and facilities	North Somercotes supports a good range of facilities including shops, doctor's surgery various community facilities including a village hall and playing fields, a primary and a secondary school. There is a small industrial site in the village and the Lakeside Park holiday centre also provides a source of local employment in tourism.
Location	Situated in the north eastern corner of the District about a mile from the sea bank N. Somercotes sits on the A1031 main coast road roughly 9 miles from Mablethorpe, 8 from Louth and 12 miles from Cleethorpes.
Character	<p>Somercotes development has followed a linear pattern with early growth either side of the main road (Keeling St) and north from its junction with Churchill Road. More recent development has seen the village expand along Churchill Road and Jubilee Road and the link between them (Cemetery Road) that includes some, more urban development's creating a dispersed layout with few distinguishing features.</p> <p>The eastern end of the village is dominated by the Lakeside Caravan Pak set in and around the Warren woodland and former brick pits. The Parish Church stands apart from the village on Church End.</p>
Population & Housing	<p>In 2011 the Census records a resident population of 1732 in the Parish, representing an increase of 133 (8.3%) over the 2001 figure and continues the pattern of gradual growth experienced since 1971.</p> <p>The age structure of North Somercotes shows some variation to the District wide figures. Most notable amongst these are smaller proportions of people in the 0 to 9 years (EL 8.9%: Parish 7.7%) and 20 to 59 bands (EL 45.2%: Parish 42.7%) whilst there are slightly higher numbers in the 10 to 19 (1.8%) and 60 to 74 year (1.4%).</p> <p>With an average of 2.31 persons per household (750 households/ 1732 persons) the average household size in North Somercotes is somewhat higher than the East Lindsey value of 2.24.</p> <p>Home ownership in North Somercotes either owned outright or with a mortgage is markedly higher in North Somercotes than the District average. Overall figures are 80.7% compared to 69.2%, with owner occupied 6.8% higher in the parish.</p> <p>This difference has an impact on other tenures and the Census shows low levels of both social rented housing in the parish of 6.8% (EL 11%), and privately rented properties 9.1% compared to 15.3% overall.</p> <p>In terms of the average age of the head of household, the reference person in 39.1% of households in North Somercotes is over 65 compared to 37.4% on average.</p>
Employment	The 2011 Census records the proportion of working age people (16 – 74) in employment in N. Somercotes as 54.5% just half a percent lower than

	<p>the average. At the same time only 2.8% were unemployed compared to the 4.9 District average.</p> <p>In terms of full time employment, only 26.8% of the local workforce worked full time, which is 3% lower than the average (29.8%) whilst the number of part time workers (16.7%) was higher than the average of 14.3%. The main employment sectors in the parish are Wholesale and Retail Trade 15.4% (EL 17.5%); Health 14.6% (EL 13.2%); Manufacturing 10.3% (EL 9.3%) and Construction 9.6% (EL 7.9%). There are also slightly more people employed in the Transport and Administration sectors than the average, but otherwise the numbers are broadly comparable to the District as a whole.</p>
<p>Infrastructure</p>	<p>Access. Despite being situated on the A1031 which is part of the Strategic Road Network, North Somercotes' location away from the larger towns of Mablethorpe and Louth means it is somewhat remote from the wider range of facilities available in those towns and; although it has a commuter bus service there is no shoppers bus service.</p> <p>Drainage. Large parts of North Somercotes lie within the 'Danger to All' and 'Danger to Most' coastal flood hazard zone categories and this places a major constraint on further development. The village lies in the coastal marsh area which is drained by a network of smaller watercourses that are maintained by the local drainage board. There is no evidence of flooding in the village in the past. The capacity of the Sewage Treatment Works and the sewer network has not been tested as part of the Water Cycle Study on the basis that significant further development is not proposed.</p> <p>Education. North Somercotes has both a Primary and Secondary School.</p> <p>Health. The Marsh Medical Practice provides GP services at North Somercotes as part of a shared practice with a second surgery at Manby. This practice has capacity.</p>



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NORTH SOMERCOTES

SALTFLEET

SETTLEMENT	SALTFLEET
Description of the services and facilities	Saltfleet has a range of facilities that reflects its role as a service village and holiday/tourism destination. It includes a food shop, 1 other shop, 2 public houses, a petrol filling station, a Church, and a Community Hall. In addition there is a large employer, and the village is on mains drainage.
Location	Located on the coast, in the north east of the District the village lies on the A1031 strategic road linking Grimsby (19 miles to the north) and Mablethorpe (9 miles to the south). Louth lies just 10 miles to the west. The core of the village sits to the north of the Saltfleet Haven one of the few locations on the East Lindsey coast with mooring facilities for boats using the North Sea.
Character	The village is essentially linear in pattern, with development running alongside the main road and centred on the Manor House, New Inn and former Windmill, all Listed Buildings that sit on higher ground and define the character of the old village. In the late 20 th century the village expanded and in addition to a number of affordable houses and bungalows, the area between the core and the sea bank has developed as a holiday destination and is home to nearly 1000 static caravans and their associated facilities. Most recently the village has expanded with the development of a small estate close to the centre.
Population & Housing	<p>In 2011 the Census recorded a resident population for the parish of 543 persons, an increase of just 20 (3.8) over the 2001 number. The structure of the population varies from that of the District in all but the 0 to 9 and Over 75's where the percentages are broadly the same. However, there are 3.4% fewer in the 10 to 19 band (7.4% compared to 10.8%); and 6.4% fewer in the 20 to 59 age groups (39.8%:45.2%). By comparison there are 8.4 % more in the 60 to 74% age groups (32%:23.6%).</p> <p>In 2011 there were 235 households in the parish with an average of 2.31 persons per household compared the District average of 2.24. The proportion of homes either owned outright or owned with a mortgage in Saltfleet is 76.2% compared to the average of 69.2%. Of these, in over 83% of cases the head of the household is over 65.</p>
Employment	<p>Of the 403 people aged between 16 and 74 (of working age) in the Census only 45% were in employment compared to the average of 55%. Of the total 11.9% were employed part-time and 19.4% were full time employees, 10 % fewer than the average. In the self-employed category the number is 13.9% which is 3% higher than the average.</p> <p>Significantly, the number of economically inactive' retired' persons at 48.6% is double the local average and is probably an indicator of the villages' attraction as a retirement spot. The spread of employment type undertaken by the resident population is broadly in line with or close to, the District average. The numbers involved in Agriculture at 7% is marginally higher than the average (4.5%) and Construction employs 10.2% compared to the 7.9% average. Because the numbers in other categories are small it is difficult to draw any firm conclusions from the data.</p>
Infrastructure	Access. As indicated above the village lies on the A1031 which is part of the strategic road network. Despite this the nature of the road and the

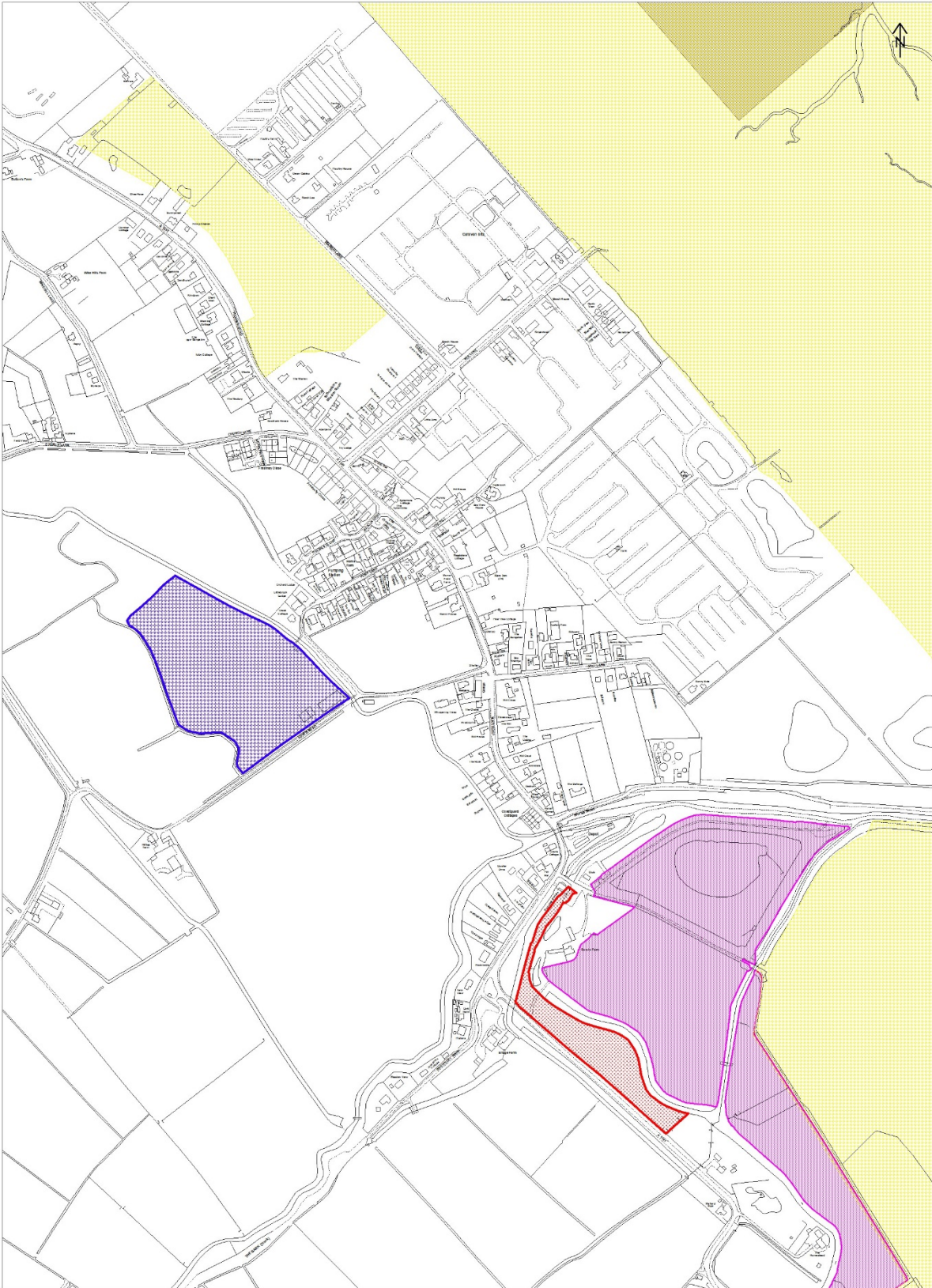
B-class road to Louth means that access to larger centres is somewhat constrained. There is a commuter bus but no service suitable for shoppers.

Drainage. Because of its proximity to the sea large parts of the area immediately around the village lie in the Danger to All Flood Hazard zone identified by the Environment Agency, the potential to develop in Saltfleet is seriously constrained. Although the main road and developed core of the village sit on slightly elevated land (about 4 to 5M above sea level) few other areas are not at risk.

There are no specific drainage issues identified in Saltfleet but its proximity to the Saltfleet Haven, that provides an outlet for the many of the streams that drain the surrounding marsh means that in addition to tidal inundation there is potential risk from that source.

Education. There are no schools in Saltfleet. The nearest Primary provision is at North Somercotes over 2 miles away, where secondary provision is also available.

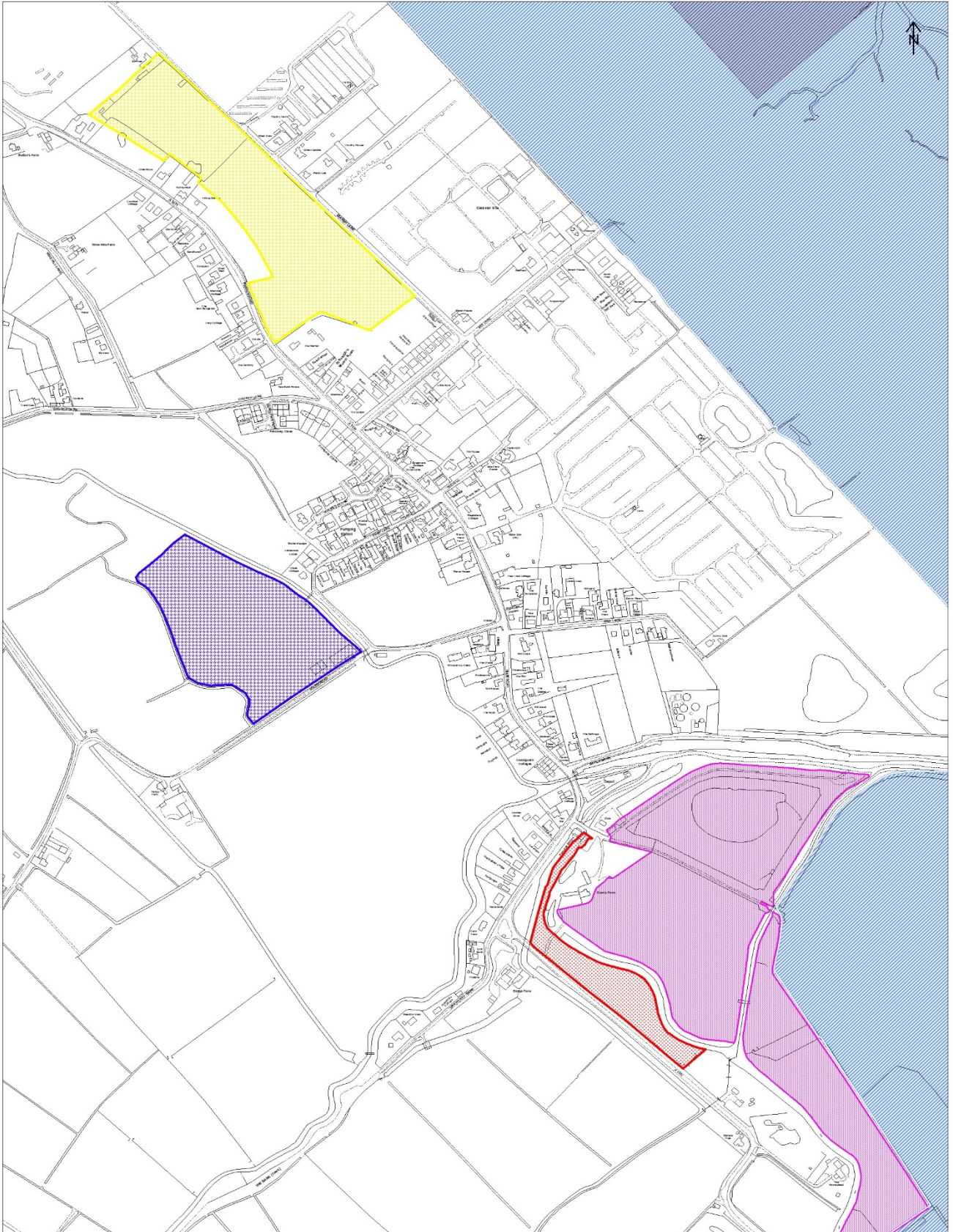
Health. The nearest health facilities are available in North Somercotes where there is a doctor's surgery.



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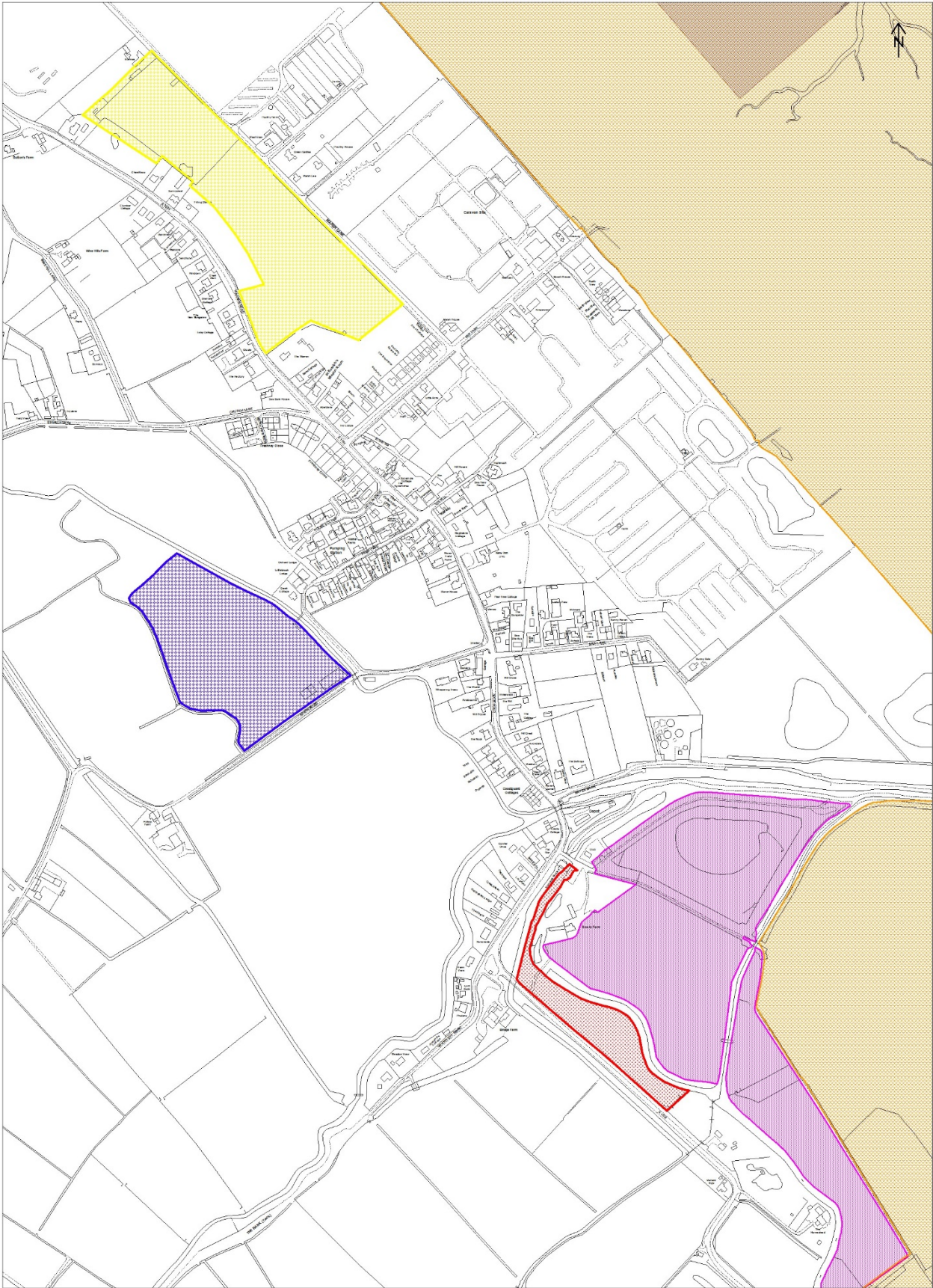
SALTFLEET



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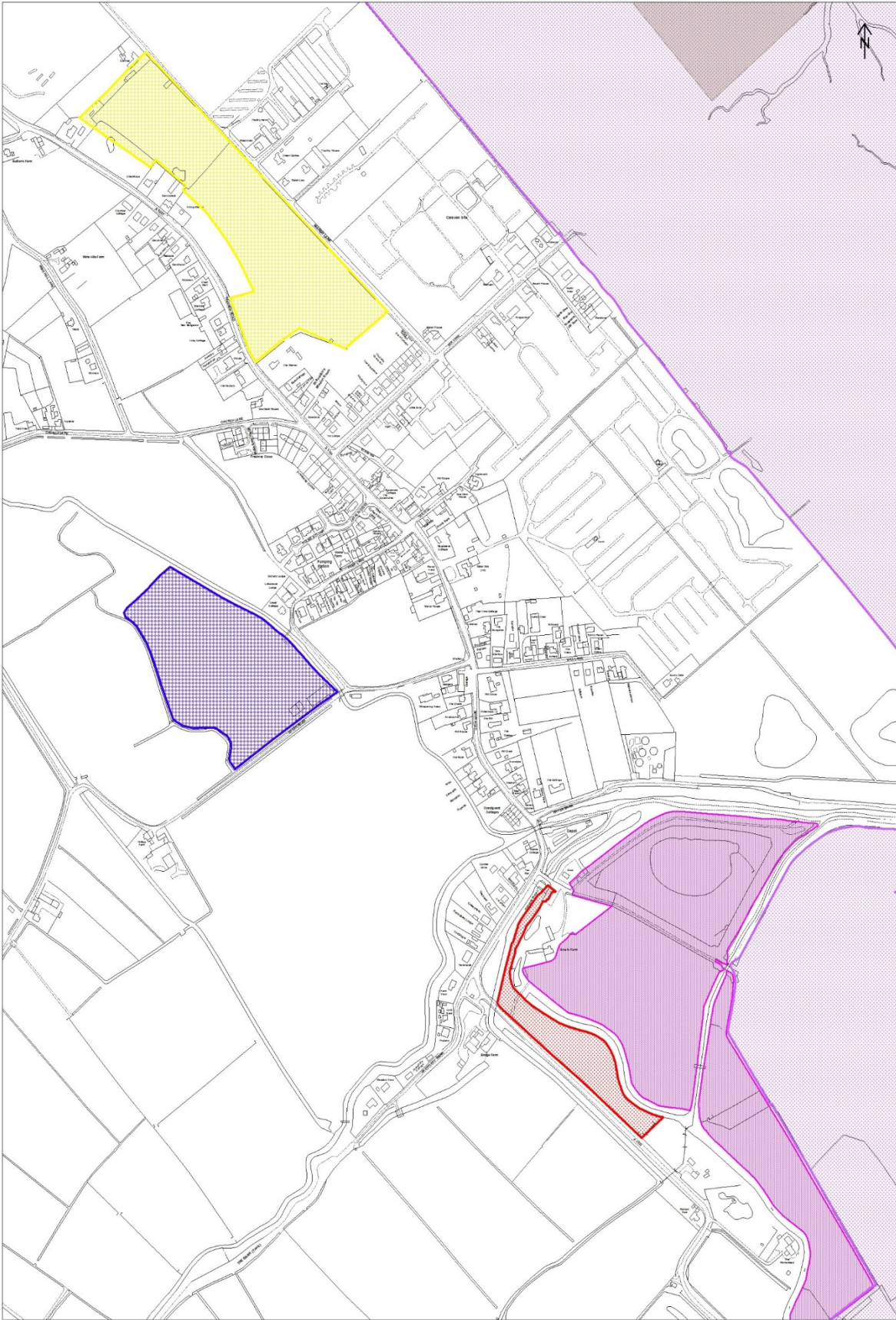
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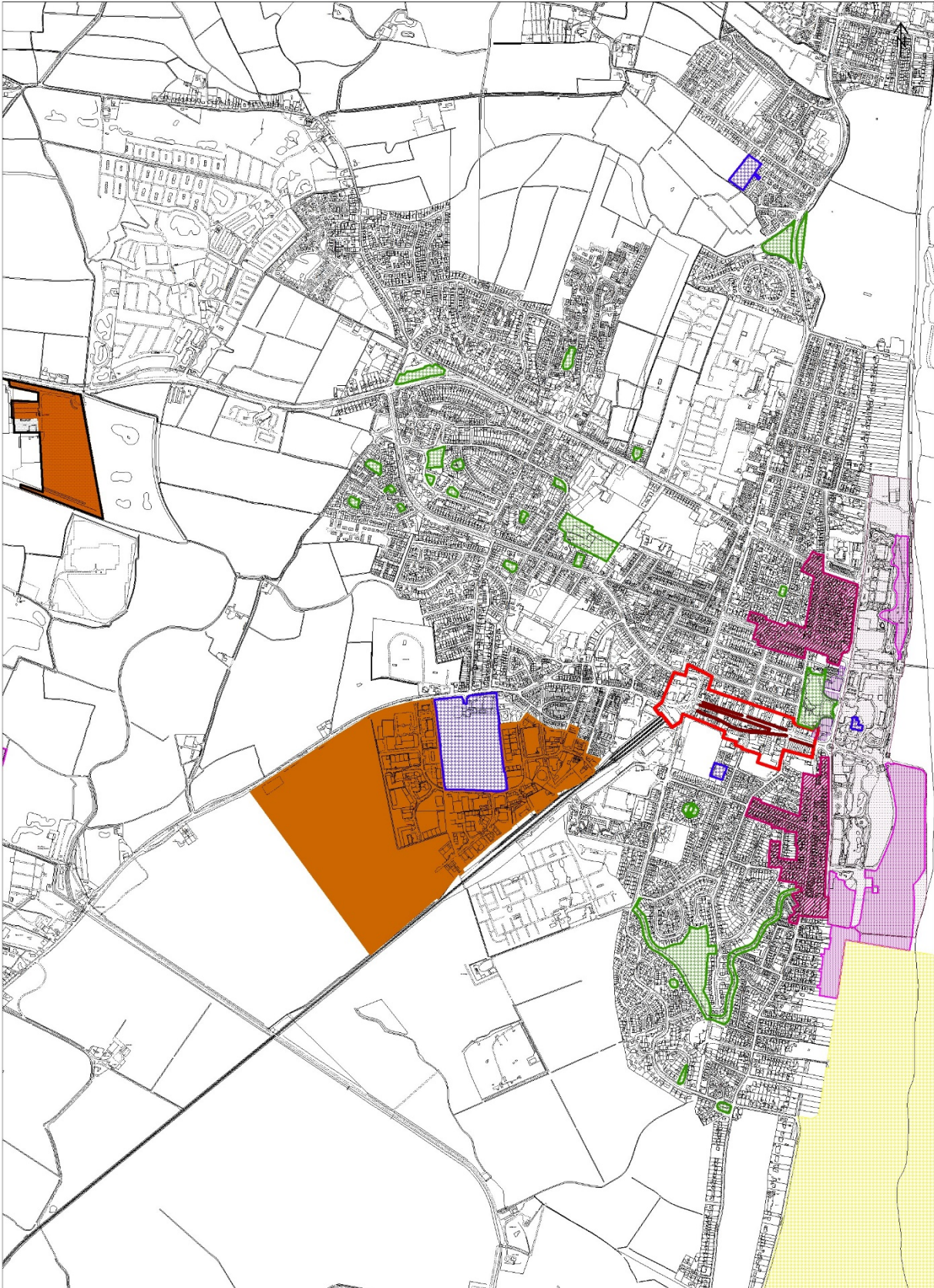
SALTFLEET

SKEGNESS

SETTLEMENT	SKEGNESS
Description of the services and facilities in the settlement	The largest town in the District, Skegness is one of the most popular holiday resorts in the country and has developed a wide range of services commensurate with its size and role. In addition to several major stores on the 'high street,' primary and secondary schools and a range of health facilities including a small hospital it also provides a range of employment in holiday and more traditional sectors. Notably the town also retains a rail link to Boston and beyond.
Location	<p>Although Skegness is located on the coast at the edge of the District and is quite remote, it has good links to Lincoln some 42 miles away via the A158. The A52 provides a link to Boston (22 miles) to the south and along the coast to Mablethorpe the Districts second holiday centre. More importantly the roads and rail provide easy access to the people of the industrial towns and cities of the Midlands and South Yorkshire who travel to the area.</p> <p>Because of its relative size Skegness also serves the nearby towns of Spilsby, Alford and (to a lesser extent) Mablethorpe and Sutton on Sea along with the surrounding villages. Butlins' holiday village lies between Skegness and Ingoldmells a holiday centre in its' own right, and just 3 miles to the north; and Burgh le Marsh 3 miles inland.</p>
Character	<p>Until the advent of the railway Skegness was a small coastal village and port, after that (1873) it rapidly grew as a planned holiday centre. Evidence of this is clearly seen in the grid-iron street pattern that defines the character of development of that era around Lumley Road and Castleton Boulevard.</p> <p>The sea front, Grand Parade and South Parade, is dominated by three storey Victorian properties originally built as hotels and guest houses but now in a variety of uses. On the seaward side the area is a mixture of formal gardens, bowling greens and amusements overlooked by the remains of the pier. The principle access to the seafront is from Lumley Road - the town's main shopping street – and link (with High St) to the railway station.</p> <p>These different character areas are merge together in-between the Clock Tower and Rutland Road and the Plan aims to maintain that distinction to ensure that both functions retain a strong core.</p> <p>Skegness has continued to grow away from the centre and, as it has expanded the street pattern has moved away from the 'typical' grid-iron pattern to a less regimented and gentler street layout dominated in parts by bungalow development to house retirees to the area.</p>
Population & Housing	<p>At the 2011 Census the population of Skegness was 19579 persons, a 3.5% increase over the 2001 figure. That figure is considerably lower than the increases in the periods between the preceding Censii when the population grew by 12.1% (1981 to 91) and 15.6% between 1991 and 2001.</p> <p>Compared to the District averages there are greater proportions of people in the 0 to 39 Age groups living in Skegness and fewer people in the 50 to 59, 60 to 74 and 75+ bands, suggesting that there is a better balance than might be expected.</p> <p>The Census records 9003 households in Skegness at 2011 with an average occupancy rate of 2.17 persons per household, slightly lower than the 2.24 District average.</p>

	<p>Home ownership levels (including those with a mortgage) in the parish are significantly lower than the average. At the time of the Census only 32.5% of houses were owned outright (EL 42.4%) and 22.1% were owned with a mortgage (EL 26.8%) and it is assumed that in part this is possibly a reflection of the low wage economy associated with the tourism industry.</p> <p>In terms of the social rented sector, Skegness in line with the other towns has a higher proportion of people living in social housing at 15.7% compared to the average of 11%. More notable however, is the proportion of privately rented sector households at 25.9% compared to the EL average of 15.3%.</p>
Employment	<p>As part of its strategy to diversify the local economy the Council has continued to support the development of non-tourism based industries in the town. However, a significant part of the allocated employment site remains undeveloped from the previous plan despite having the benefit of planning permission. The town has lost a number of large employers in recent years as businesses have been rationalised following the economic slump in 2008.</p> <p>The release of a further 9 hectares on the Burgh Road will provide further choice for potential developers and both sites have good links to the strategic road network which are essential if they are to be accessible to the markets.</p> <p>In addition to the range of opportunities on the employment sites the tourism sector either linked to the foreshore amusements or holiday accommodation/camps and entertainment and the retail and commercial activities of the town centre all make a significant contribution to the economy and local income levels and employment trends.</p> <p>At the time of the Census the proportion of economically active 16 to 74 year olds in Skegness was 60%, close to the average of 60.8%. However, although the numbers in part time employment were broadly in line with the average the proportion of full time employees 27.7% was 2.1% lower than the average and the number of unemployed (6.3%) was higher than the average 4.0%.</p> <p>The main employment sectors in Skegness are Wholesale & Retail (21.2%), Accommodation (17.3%), Health (11.7%) and 'Other' (9.0%). The Wholesale and Retail and Accommodation sector rates were 3.7% and 8.4% higher than the average respectively and, although the Health figure is lower (by 1.5%) the Other category is also 3.4% higher. Given the importance of the tourism sector these variations are probably unremarkable, with the exception of the lower than average health sector.</p>
Town Centre and Foreshore	<p>The Plan identifies the town centre and foreshore areas as distinct zones where different activities take place. At the same time it recognises that there are linkages between the two and that the town centre is also both an attraction for tourists and for many part of the journey to the tourism and leisure zone.</p> <p>With that in mind the Plan identifies primary shopping frontages along parts of Lumley Road and the High Street where it considers it important that the retail offer is retained to ensure a strong and healthy town centre.</p>

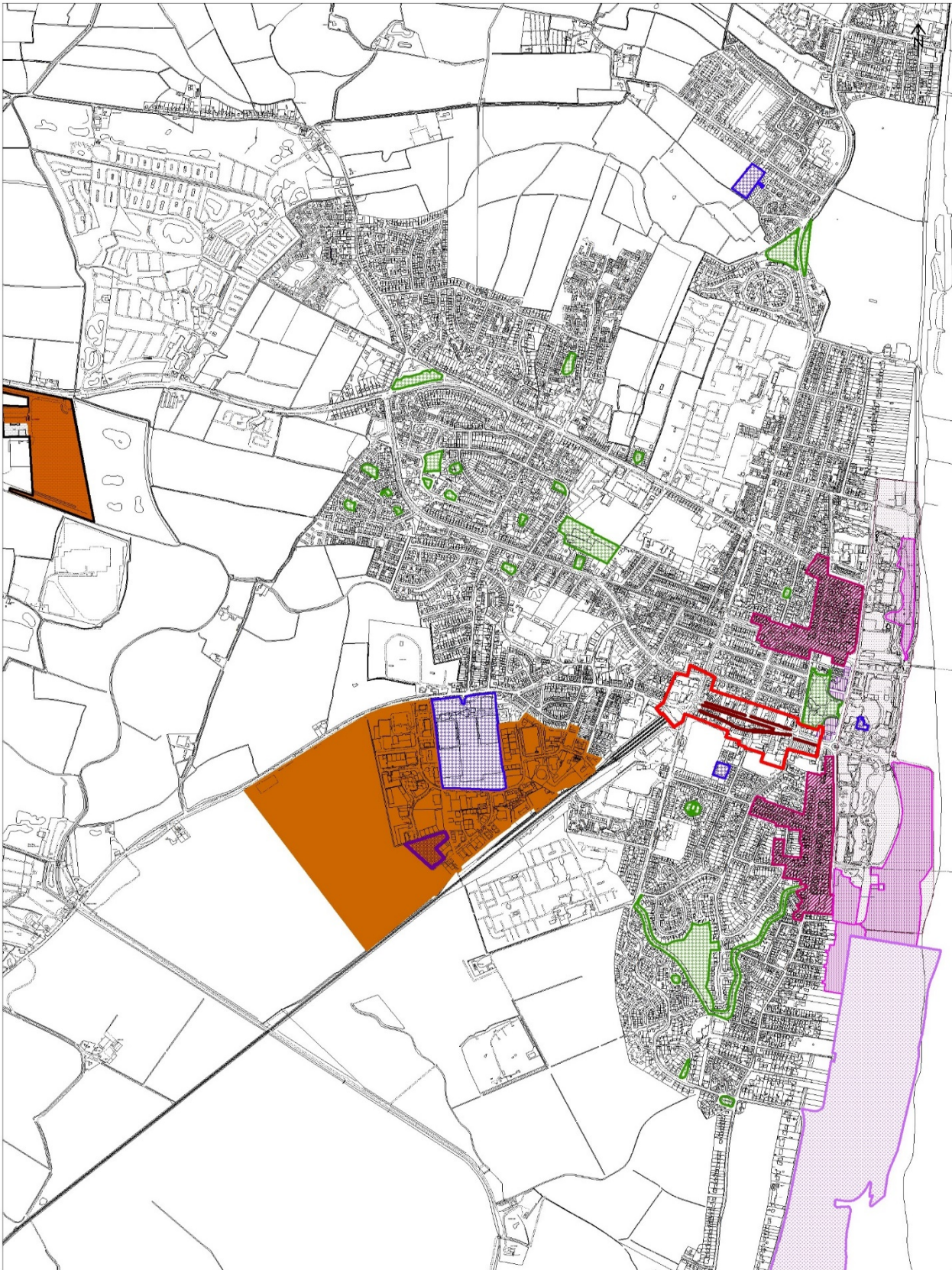
	<p>This is mirrored in the foreshore by the identification of a central amusement zone. This is shown on the proposals map.</p>
<p>Infrastructure</p>	<p>Access. There is good access to and from Skegness along the main road network and along with regular bus services to Lincoln via Spilsby and Horncastle, south to Boston via Wainfleet, and to Alford. The town also benefits from a frequent 'town' service, and is the only town with a rail link – also to Boston.</p> <p>Drainage. The critical 'drainage' issue at Skegness arises from the threat of tidal flooding and/or overtopping.</p> <p>Education. There are five primary schools located about the town including the new Beacon Primary Academy There are 2 secondary schools in Skegness, the Academy and a Grammar school.</p> <p>Health. In addition to a 'small' hospital there are two group practices at Skegness</p>



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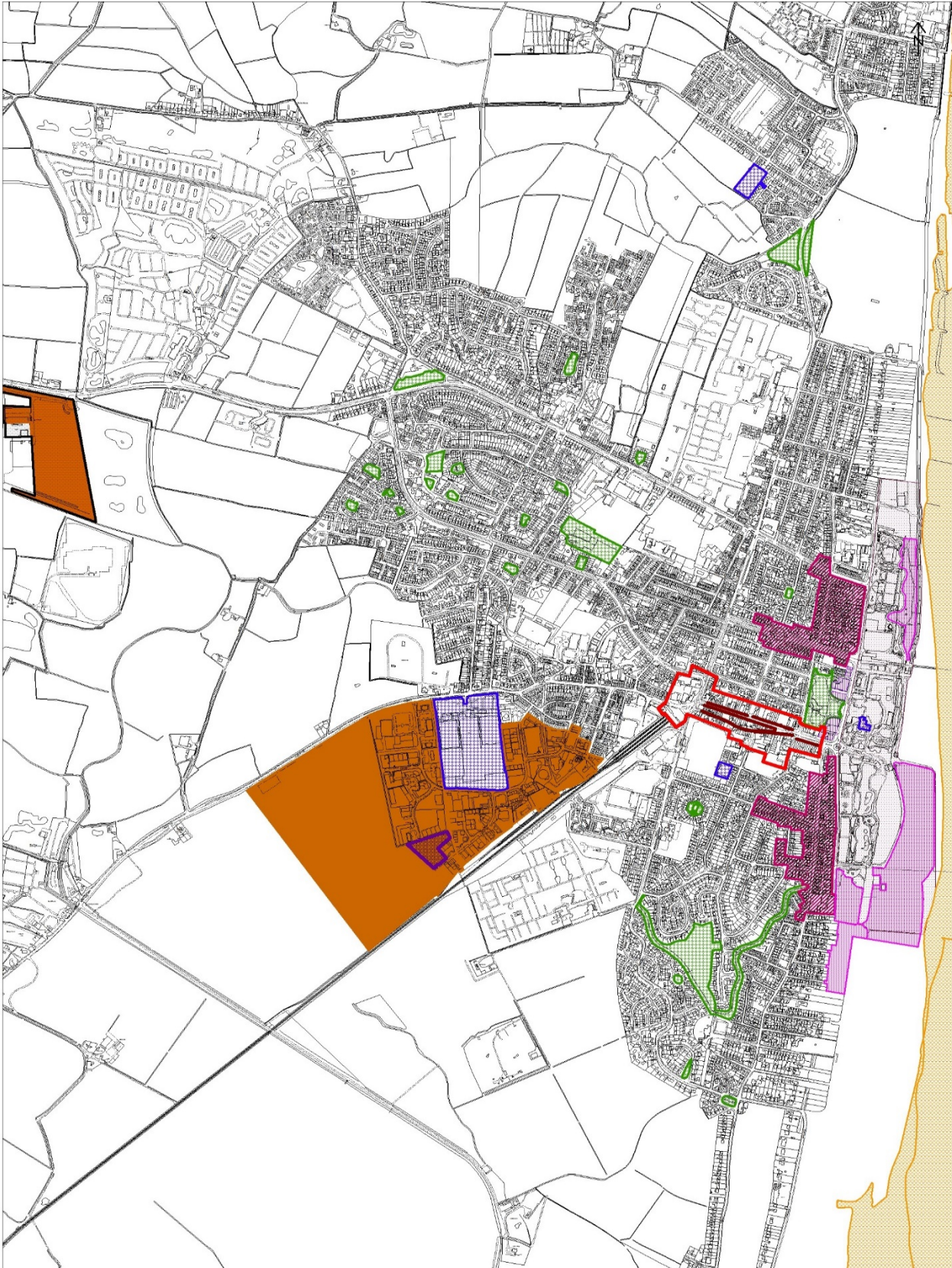
SKEGNESS



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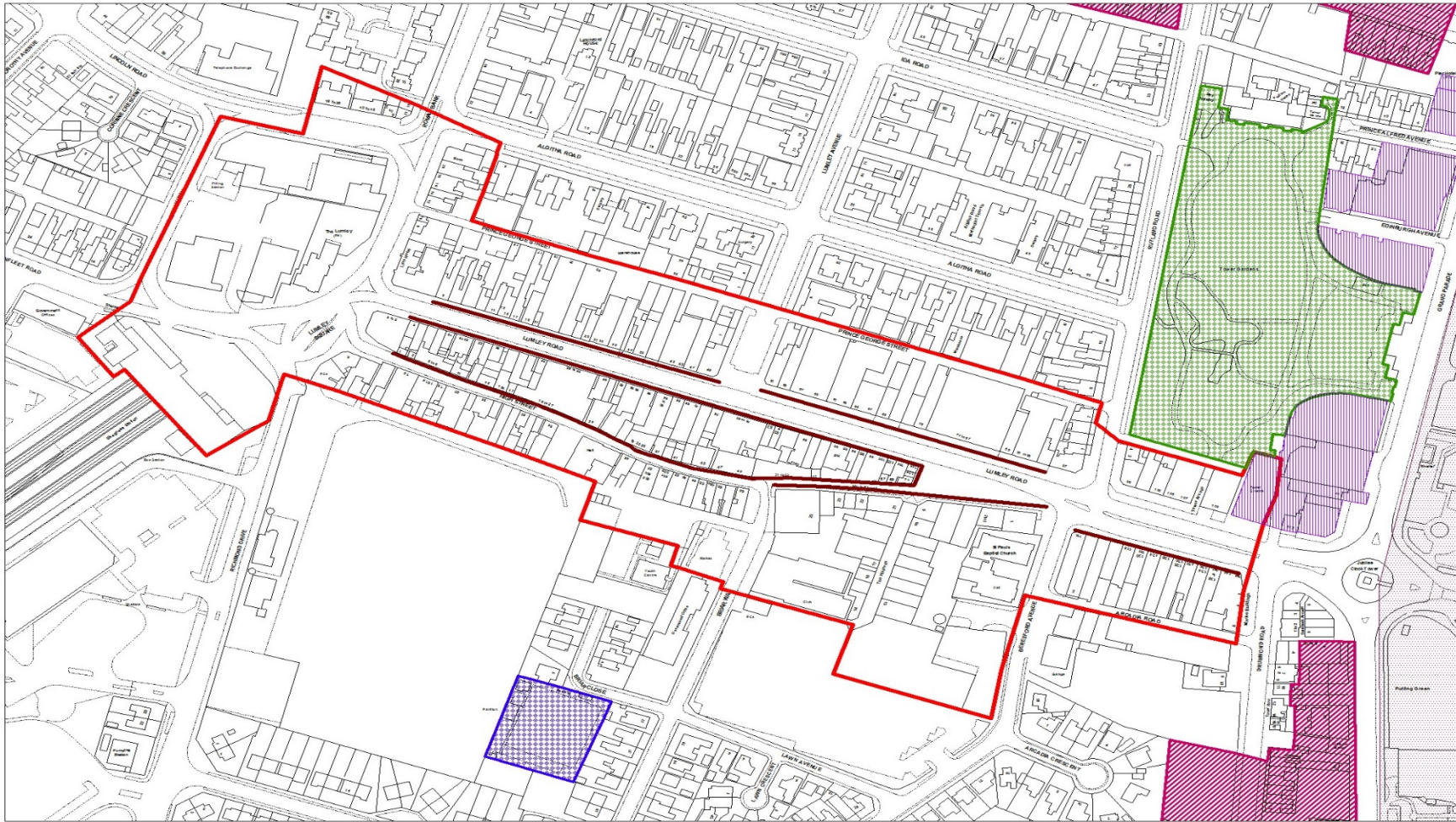
SKEGNESS



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SKEGNESS

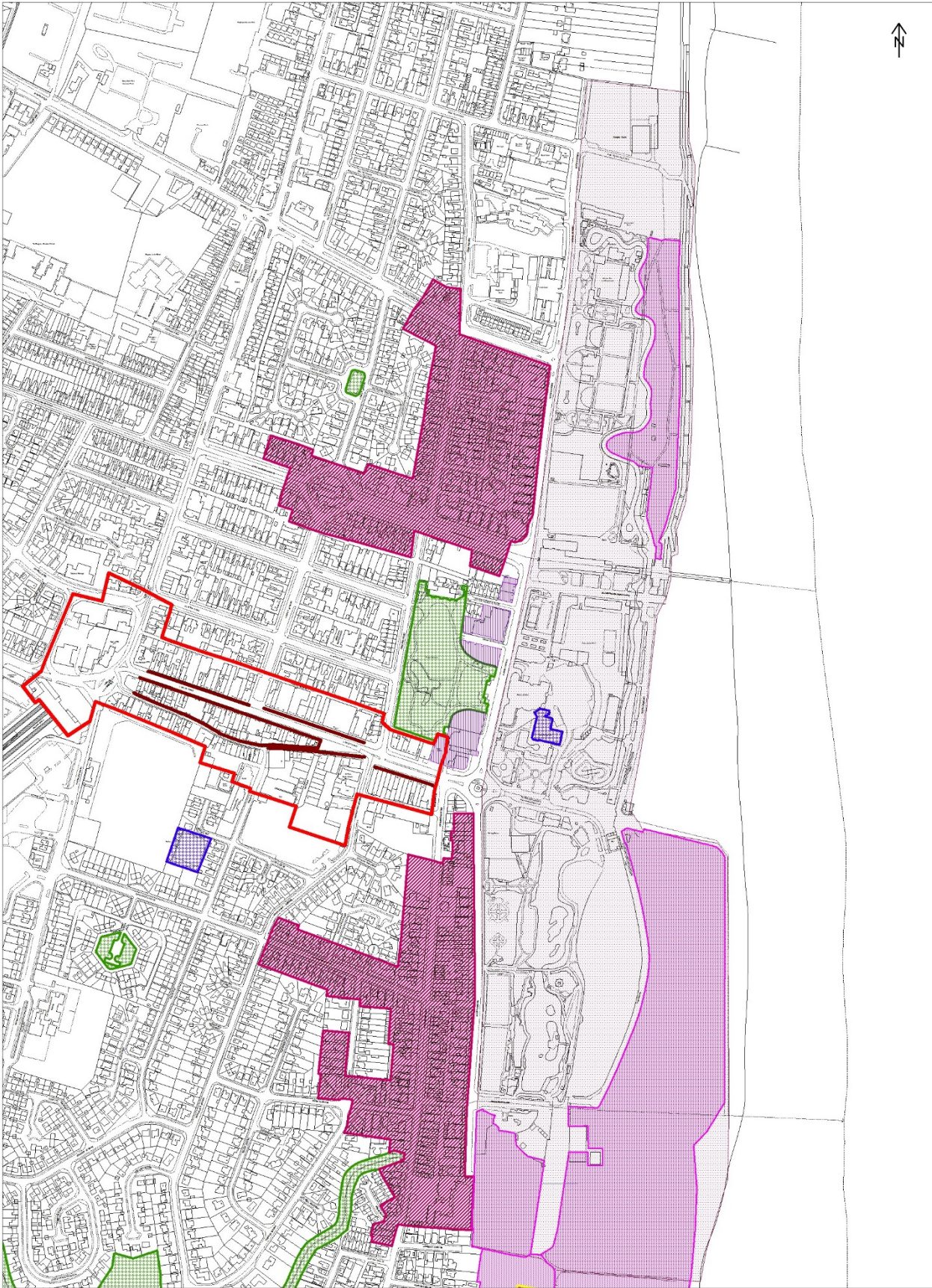


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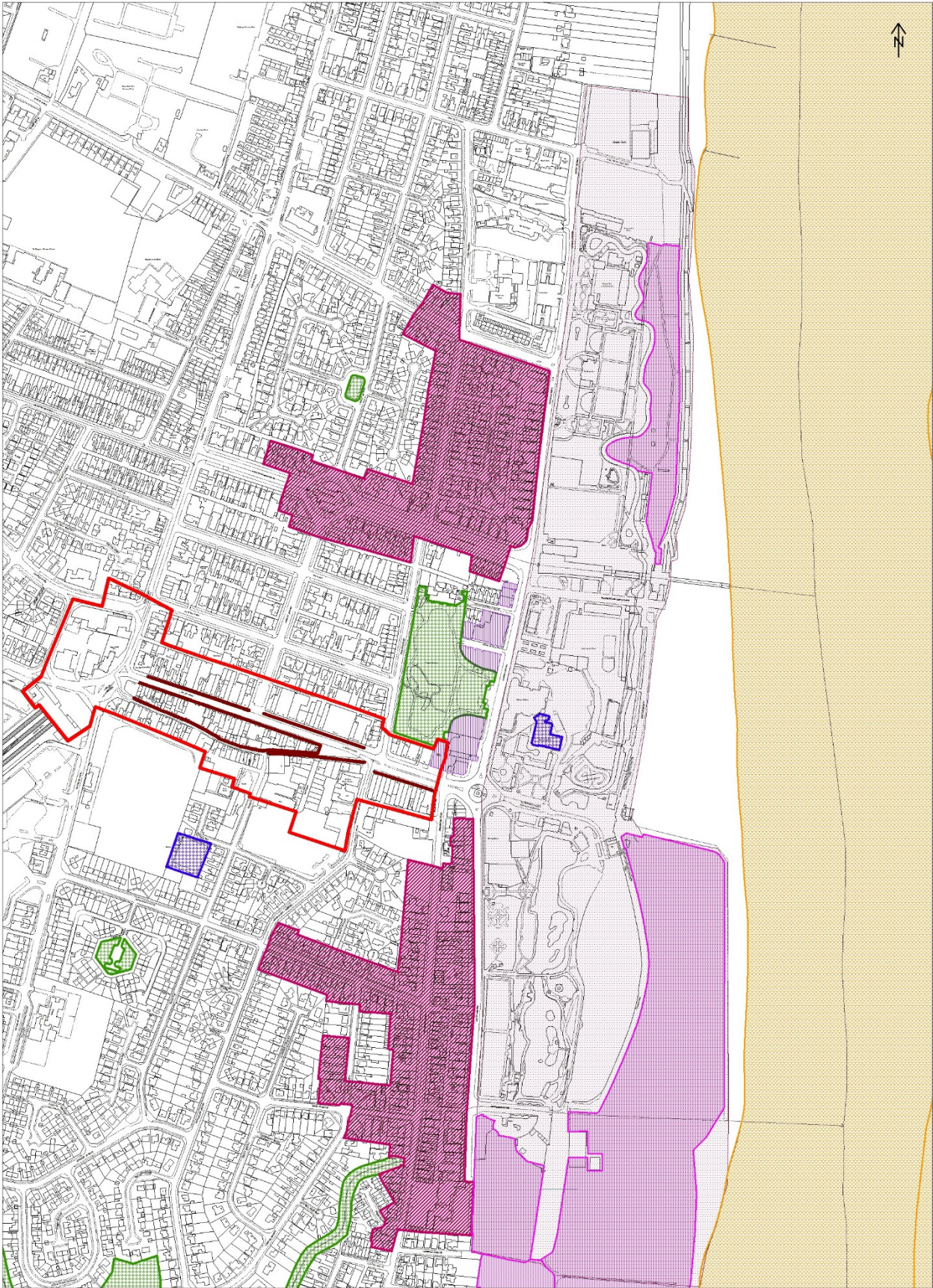
SKEGNESS TOWN CENTRE



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SKEGNESS FORESHORE



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SKEGNESS