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# REFERENDUM VERSION SKEGNESS NEIGHBOURHOOD PLAN 2021 - 2031



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## FOREWORD

It has often been felt by the residents of Skegness that decisions regarding development in and around the town have been outside of their control. In 2015, following the development of the Community Led Plan, issues were raised that led Skegness Town Council to decide to develop a Neighbourhood Development Plan.

So, this Neighbourhood Development Plan has been established to enable Skegness to pursue a new approach to the development of the town led by local Skegness representatives. We have been guided by experts in the field and had help and ideas from local businesses and organisations, the public and of course our own Councillors.

We face change and change that is happening rapidly. High streets are not what they once were, the nature of holidaying and expectations are constantly changing and the demographic of those living in Skegness is getting older. For our young people there needs to be opportunity. The economy needs to diversify to provide jobs that are year-round and offer some resilience for times when the visitor economy is not as strong.

Housing needs to be affordable and meet the Town's needs. But there is also great local concern that Skegness has more than its fair share of Homes in Multiple Occupation and that there is a hidden residential community living in static caravans.

This Plan will help the people of Skegness have greater influence over the type and scale of development and land use. Within a coastal town such as Skegness, it is important for the town to be able to adapt and grow to become more resilient by protecting what is currently good but also permitting new development that will allow Skegness to grow in a way that gives hope and security to our new generations.

## **ACKNOWLEDGEMENTS**

We would like to thank all those that attended our Neighbourhood Development Plan Steering Group meetings including representatives from:

- Lincolnshire Coastal Business Improvement District (LCBID)
- The Hospitality Association (SECWHA)
- Skegness Chamber of Business,
- Hildreds Shopping Centre
- Councillors both past and present

A thank you to Steve Andrews who arranged access for our team to hold a consultation event in the Hildreds shopping centre

We would especially like to thank all those residents that took the time to share their views through the "MySkegness" social media campaign and the various public meetings and consultations that took place.

## 1.0 INTRODUCTION

- 1.1 This neighbourhood plan has been prepared by Skegness Town Council, led by the Neighbourhood Plan Steering Group, and through consultation with the local community.
- 1.2 This neighbourhood plan contains a series of policies that will deliver the Vision and Objectives identified for Skegness and guide the future development of the town up to 2031. In doing so, this neighbourhood plan has been prepared in alignment with the strategic policies of the East Lindsey Local Plan.
- 1.3 The neighbourhood plan aims to ensure that Skegness develops in a way that supports the livelihood and wellbeing of its residents and visitors, both current and future, whilst preserving and enhancing the character of the town and the wider coastal environment.
- 1.4 The Skegness Neighbourhood Area was designated in August 2016, as shown in the map below. This is the area covered by the policies in this plan and follows the boundary of Skegness Parish.

**Figure 1. Skegness Neighbourhood Plan Area**



**a) What is a Neighbourhood Plan?**

- 1.5 In 2011, the government introduced the Localism Act which gave communities the power to prepare a neighbourhood plan setting out a vision and policies to guide future development at the local level.
- 1.6 A neighbourhood plan allows local residents to shape the places in which they live and work by influencing where future development will go and what it will look like.
- 1.7 A neighbourhood plan must meet certain 'basic conditions' that ensure that plans contribute to sustainable development, have regard to national policy and guidance, and are in general conformity with adopted strategic local planning policies.
- 1.8 Skegness Town Council embraced this opportunity and prepared this Neighbourhood Plan in consultation with local residents and in accordance with the legal requirements for neighbourhood plans.
- 1.9 The plan will form part of the development plan for East Lindsey District Council (ELDC), and applications for new development will be required to be in conformity with all policies contained within the Skegness Neighbourhood Plan. This means that it will be considered by Planning Officers in ELDC when determining planning applications.

**b) Wider Planning Policy Context**

- 1.10 Neighbourhood plans are required to be prepared in accordance with the 2011 Localism Act, the Neighbourhood Planning (General) Regulations 2012, as amended.
- 1.11 A neighbourhood plan must be drafted to meet the basic conditions that are set out in paragraph 8 (2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. These conditions include that a neighbourhood plan must have regard to national policies and advice contained in guidance issued by the Secretary of State and must be in general conformity with strategic policies of the adopted development plan for the local area.
- 1.12 In terms of national policies and advice, these are primarily comprised of policies contained within:
- National Planning Policy Framework (the Framework / NPPF);
  - National Planning Policy Guidance (the Guidance / PPG); and
  - Ministerial Statements (where relevant)
- 1.13 The strategic planning policies specific to the Skegness Neighbourhood Plan Area are set out in the ELDC adopted Core Strategy (July 2018). This document sets out the vision and strategic policies for the growth and development of the District up to 2031. Within the Core Strategy, Skegness is identified as a primary retail, leisure and tourism destination. As such, there is a focus on building on this to increase employment opportunities and expand the tourism sector.
- 1.14 As the Qualifying Body, Skegness Town Council is responsible for coordinating the preparation for the plan. Skegness Neighbourhood Plan has been prepared with full regard to all relevant local and national policies and aims to build on these existing policies to produce a cohesive local framework for the town.
- 1.15 The policies within the neighbourhood plan apply to the entire designated Neighbourhood Plan Area.

**c) Preparing the Neighbourhood Plan**

- 1.16 As part of the preparations for the Neighbourhood Plan, the following stages were undertaken:



1. **Preparation of a town profile of Skegness:** This detailed household statistics, social profile, community facilities, employment data, and environmental data. This provided essential context for producing the Neighbourhood Plan.
2. **Evidence base review:** This review assessed the evidence base and other strategic documents that contributed towards the development of ELDC's Core Strategy (2018). The findings of this review were used to ensure the Skegness Neighbourhood Plan is in line with ELDC's strategic aims and visions for Skegness.
3. **Initial consultation:** An extensive community consultation exercise was undertaken in order to let local residents express their views on Skegness and its facilities. As well as social media consultation, a pop-up consultation event in the Hildred's Shopping Centre on Thursday 2nd November 2017, around 60 questionnaires were completed on the day and a further 18 were returned subsequent to the event.
4. **Preparing the vision and objectives:** The findings from the community consultation exercise were used to inform the preparation of the overarching vision and objectives for the neighbourhood plan (as outlined in Section 4).
5. **Further evidence gathering:** In order to inform the development of the neighbourhood plan policies, further evidence gathering was undertaken. This included the preparation of an Economic Review, which assessed the employment, retail and tourism sectors to identify challenges and opportunities for economic sector growth, and a Site Identification and Assessment Report, that identified sites suitable for potential future development.
6. **Preparing the draft policies and Sustainability Appraisal (incorporating Strategic Environmental Assessment):** A Draft Skegness Neighbourhood Plan was prepared, which was subject to further public consultation. A Sustainability Appraisal (incorporating SEA) of the Draft Neighbourhood Plan was also undertaken in compliance with the European SEA Directive (2001/42/EC).
7. **Regulation 14 consultation:** A six week public consultation exercise was undertaken in September – October 2021 in accordance with the requirements of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012.
8. **Preparing the final Neighbourhood Plan:** The comments received during the Regulation 14 consultation were used to inform this final version of the Skegness Neighbourhood Plan.

#### d) **Structure of the Neighbourhood Plan**

- 1.17 The Skegness Neighbourhood Plan is structured as set out below.

##### Part 1: A Vision for Skegness

- 1.18 The first part of the neighbourhood plan outlines the overarching vision for Skegness that forms the grounding for the neighbourhood plan policies. This includes the following sections:
- Skegness in Context: This section provides an overview of the geographic, historic, environmental, demographic and built environment context for Skegness town.
  - Opportunities and Constraints: This section summarises the main opportunities and constraints facing Skegness.
  - Vision and Objectives: This section summarises the vision and core objectives for the plan that were developed following the initial public consultation exercise.

##### Part 2: Neighbourhood Plan Policies and Site Allocations

- 1.19 Part 2 of the neighbourhood plan outlines the specific policies for Skegness based around the following policy themes:



- Theme 1: Employment, education and skills
- Theme 2: Tourism and visitor economy
- Theme 3: Skegness town centre
- Theme 4: Transport infrastructure
- Theme 5: Housing
- Theme 6: Community, health and well-being
- Theme 7: Design and environment

1.20 The Neighbourhood Plan also allocates a number of sites for development. These are outlined at the end of Part 2.

1.21 A full list of the Neighbourhood Plan policies is contained in Appendix 1.

*Part 3: Delivering the Plan*

1.22 The final part of the neighbourhood plan explains how the plan will be delivered and how it will be monitored in the future. This includes the following sections:

- Implementation
- Monitoring and review

## PART 1: A VISION FOR SKEGNESS



## 2.0 SKEGNESS IN CONTEXT

2.1 This section summarises the geographic, historic, environmental, demographic, and built environment context for Skegness town.

### a) Geographic Context

2.2 Skegness is located on the Lincolnshire coastline and falls within the administrative boundary of East Lindsey District Council (ELDC).

2.3 Geographically, the town covers approximately 11.8km<sup>2</sup> and is served by the A518 and A52, as well as a train station in the town centre which is served by East Midlands Trains providing direct links to Nottingham via Boston.

2.4 The 2011 Census data indicated that the resident population of Skegness is 19,579 persons.

2.5 Because of its relative size, Skegness acts as a service centre for the nearby towns of Spilsby, Alford, and (to a lesser extent) Mablethorpe and Sutton on Sea.

### b) Historic Context

2.6 Skegness emerged as a tourist destination in 1873 when the railway reached Skegness and visitors began to arrive on mass. Then in 1936 the first Butlins holiday resort was built. In the 1950s there was a shift from access by rail to road, and new car parks were developed in the town, as well as a huge expansion of caravan parks to make this the most popular coastal resort for caravans in the country. By the end of the 20<sup>th</sup> Century, affordable holidays overseas began to predominate the tourism sector and tourist numbers began to decline.

2.7 Nonetheless, at present, Skegness is still a popular tourist destination and has been identified as the 4<sup>th</sup> most popular tourist resort in the UK by visitor numbers.

2.8 The built character of Skegness today reflects this history, through the grid iron street pattern that resulted following its rapid growth as a holiday centre. Similarly, the sea front is dominated by three storey Victorian properties originally built as hotels and guest houses but which now contain a variety of uses.

2.9 The town contains a number of listed buildings and structures, including the Jubilee Clock Tower. The Esplanade and Tower Gardens are also a registered Historic Park and Garden.

### c) Environmental Context

2.10 Skegness is located on the Lincolnshire coastline which is among the three most vulnerable zones on the Environment Agency's Flood Hazard Maps (danger to all, danger to most, and danger to some), and according to the East Lindsey Strategic Flood Risk Assessment is at significant risk of tidal flooding.

2.11 Skegness also lies within moderate proximity of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) and Gibraltar Point Site of Special Scientific Interest (SSSI), meaning for any proposed large scale developments Natural England will need to be consulted.

2.12 The stretch of coastline that adjoins Skegness (the Greater Wash) is also designated as a Special Protection Area and is being affected by coastal erosion.

### d) Demographic Context

#### Population

2.13 A total of 19,579 people were living in Skegness in 2011. The population was made up of 9,351 males (47.8%) and 10,228 females (52.2%).

#### Age Structure

2.14 The population structure of Skegness reveals an ageing population with 24.2% of residents

being aged over 65 compared to the national average of 16.3%.

Qualifications

- 2.15 Skegness has a relatively high number of residents with no qualifications (40.8%) compared with the national average of 22.5%. Furthermore, only 10.7% of residents were qualified to Level 4 or above, compared to the national average of 27%.

Health

- 2.16 With reference to health, in the 2011 census, 90% of residents had very good to fair health, with only 10% reporting to have bad or very bad health.

**e) Housing Context**

Household Type

- 2.17 In 2011, 72% of the 9,885 household spaces were houses or bungalows, 26% were flats, maisonettes and apartments, and 2.3% were caravans.

Lone parent households with dependent children

- 2.18 There was a total of 597 lone parent households with dependent children in Skegness, with 92% of those households having a female lone parent and 8% having a male lone parent. The majority of the lone parents (60%) were in part-time employment (36.7%) or full-time employment (23.3%).

Central heating in households

- 2.19 In 2011, 3.3% households did not have central heating in Skegness, this is relatively high compared to the district level figure of 2.5% and national figure of 2.7%.
- 2.20 According to the Coastal Lincolnshire Strategic Housing Market Assessment, dwelling conditions are also poorer in Coastal Lincolnshire than the average for England due to lower energy efficiency standards and difficulties in affordably heating homes exacerbated by below average incomes.

Tenure

- 2.21 In 2011, the most common household tenures in Skegness were owned outright (32.5%) and private rented from either a private landlord or letting agency (25.9%), and the least common household tenures were living rent free (0.9%) and shared ownership where part of the household was owned and part was rented (1.2%).

**f) Community, Leisure, and Open Space**

- 2.22 According to the Sport and Recreation Audit (2017), Skegness has three indoor swimming pools, with 51% of residents living within 20 minutes walking distance. There is one dedicated sports hall with 10% of residents being within a 10 minute walk and 51% within 20 minute walk. There are also five sports pitches and one leisure centre within Skegness.
- 2.23 The Outdoor Sports and Play Facilities Quality Assessment for East Lindsey (2016) rated the overall quality, cleanliness / maintenance, and safety of children's play facilities and young person's provision in Skegness as 'excellent'.
- 2.24 Skegness and District General Hospital is located in the centre of the town and there are two GP practices within Skegness both accepting new NHS patients.



### 3.0 OPPORTUNITIES AND CONSTRAINTS

3.1 This section highlights the main opportunities and constraints that have been identified in Skegness and which have informed the plan's overarching vision and objectives.

#### a) Retail

3.2 Skegness is one of the main shopping and commercial centres in East Lindsey District, supporting a wide range of employment, shopping, education, recreation, health and community services. Despite this, Skegness still performs far below the larger competing centres outside of the district such as Lincoln and Grimsby.

##### Constraints

3.3 The main constraints to the retail sector in Skegness have been identified as: traffic congestion, lack of car parking, and wayfinding issues between the train station and town centre, all of which limit residents' and visitors' ability to access shops within the town.

##### Opportunities

3.4 Potential opportunities to develop Skegness as a retail destination include improving access to Skegness from beyond the district, as well as enhancing wayfinding and legibility upon arrival in the town. This would help to improve access to Skegness and also potentially help to further augment the visitor experience and boost Skegness as a retail destination.

3.5 There are additional opportunities to support the re-use or repurposing of vacant retail units for uses such as temporary community centres, cultural or arts spaces and 'pop-up shops'. This could also potentially help to support local businesses and extend the tourism season by providing year-round attractions.

#### b) Leisure and Tourism / Visitor Economy

3.6 Skegness has been identified as the fourth most popular tourist resort in the UK by visitor numbers. As such, tourism is a major economic sector for Skegness and has seen year on year growth since 2009.

##### Constraints

3.7 A key characteristic of Skegness and the wider coastal area is the high number of caravans, many of which are used as a primary residence for much of the year. Whilst caravans are vital to the holiday trade, much of this population goes unrecorded and thereby represents a significant issue as population figures drive funding formulas, particularly for grants.

3.8 Whilst there appears to be a high number of hotels in Skegness (the fourth highest in Lincolnshire after Lincoln, Grantham and Grimsby), the range is very limited with all of these being 3 stars or below.

##### Opportunities

3.9 There are numerous opportunities to increase Skegness's tourism sector and visitor economy. Firstly, expanding the visitor offer through events such as themed festivals, open air concerts/film screenings, as well as wildlife/conservation and heritage events. Events that extend into the evening would, in particular, encourage overnight stays that further benefit the hospitality sector.

3.10 To promote year-round tourism in Skegness there is the opportunity to develop innovative attractions similar to those that have been implemented in other coastal resorts, such as planetariums and trampoline parks.

3.11 There may also be the opportunity to develop a commercial leisure site within the town with cinemas, bars and restaurants, subject to viability.

- 3.12 There are opportunities for Green Tourism through the enhanced promotion and creation of footpaths and transport links to the existing natural assets in the areas surrounding Skegness such as Gibraltar Point Nature Reserve and the Lincolnshire Wolds AONB, which could help attract visitors to Skegness.
- 3.13 The opportunity to create a new leisure centre in the town would help to draw people regularly to Skegness from rural areas in all seasons and weather, as well as providing health benefits.
- 3.14 Opportunities to expand the provision and quality of hotel accommodation may help to increase the visitor economy particularly during the winter season.
- 3.15 It is hoped that improving the leisure/tourism visitor economy would lead to the retention of more young people, the enhancement of existing businesses and attraction of new businesses.

**c) Economic Diversification, Infrastructure and Enabling Development**

- 3.16 Tourism and agriculture represent the two primary employment sectors in East Lindsey district, both of which are seasonal sectors. This has led to high levels of seasonal unemployment, which creates issues of low income and poor job prospects.
- 3.17 As such, reinvigorating and diversifying the economy of the town to improve quality of life, provide opportunities and overcome deprivation is a key priority.

Constraints

- 3.18 The poor strategic transport network within and around Skegness has also been identified as presenting a barrier to economic growth, inward investment and commuting. In particular, the lack of connectivity between Skegness and other towns in Lincolnshire, especially by public transport, is particularly significant given that one third of households in Skegness do not have access to a car.
- 3.19 Unreliable broadband connectivity is also identified as a barrier to growth of businesses. However, as part of the 'OnLincolnshire' project improvements are being made to expand broadband provision across the county.

Opportunities

- 3.20 Growth in the IT and electronic communication sector, for example, presents an opportunity that could be further expanded for small 'footloose' and home-based businesses. As such, there may be opportunities to promote the development of flexible workspaces, such as coworking spaces that could help to offer affordable accommodation for newly formed and small businesses. These could also be used as spaces for adult skills lessons in the evening.
- 3.21 Another sector that presents potential opportunities for expansion in the town includes the creative industries sector which could help to expand the tourism sector, for example through arts-led regeneration programmes and cultural festivals.
- 3.22 As agriculture is one of East Lindsey's main economic sectors, there are opportunities to improve linkages and supply chains between the agricultural sector, food and beverage manufacturing and the tourism/hospitality industry within Skegness. This also presents the opportunity to create a partnership with nearby universities, such as those in Lincoln and Sheffield, which have research interests in agriculture and food security to establish a research base and provide fields for research trials. Whilst these would need to be located outside of Skegness town, they may help to encourage economically active resident retention and help to diversify the economy.
- 3.23 The low carbon, manufacturing and engineering sector could be supported through the delivery of larger employment sites on the outskirts of town, and the health and care sector could be supported through apprenticeships and adult training programmes.



- 3.24 These opportunities are centred around the diversification of existing employment sectors to create year-round employment opportunities, address demographic imbalances through the retention and attraction of a larger working age population, and hopefully create a skilled work force that will encourage further inward investment.

**d) Skills and Employment**

- 3.25 There are a number of key issues with skills and employment in Skegness, including: a demographic imbalance with a high inward migration of elderly people, who are no longer economically active, and outward migration of young adults. This has left a small working-age population and a comparatively small, skilled workforce which has deterred inward investment, together with the fact that the main industries of tourism and agriculture in Skegness are both seasonal.

Constraints

- 3.26 The constraints to improving the skills and employment in Skegness include the notable lack of higher or further education provision in the town and in the wider East Lindsey District. In terms of higher education provision and skills development in the town this is currently limited to the Skegness TEC, which is a college focused on Training Education and Careers, and the Grimsby Institute, which is a community learning centre in Skegness providing training in English, Maths and IT for learners aged 14+.
- 3.27 There is also a lack of easily accessible and flexible further education opportunities for training in the hospitality sector. Therefore, local employers such as Butlins find it difficult to recruit and retain local skilled employees.

Opportunities

- 3.28 As there is a high demand for labour in the hospitality and tourism sector, there is the opportunity to investigate the potential for delivering additional further education or vocational skills development. This could be in partnership with an existing further education institution or through the development of a new University Technical College (UTC).
- 3.29 There may also be opportunities for further developing education opportunities linked to the agriculture sector. Establishing links to higher education institutions in the north of England that undertake research into agronomy and soil science (such as the University of Sheffield) may also provide an additional opportunity for investment into the area.

## 4.0 VISION AND OBJECTIVES

4.1 This section outlines the vision and objectives that underpin the policies contained in the neighbourhood plan.

4.2 These were developed following the initial public engagement exercise that took place between September and November 2017. The draft vision and objectives were subject to further public consultation in January 2019, which led to the final vision and objectives outlined below.

### a) Skegness Neighbourhood Plan Vision

*“Skegness will continue to be a thriving coastal town, expanding upon its well-established tourism and leisure offer, with an increasingly diverse economy. The town will be a desirable place for families to live and prosper and attract visitors throughout the year.”*

### b) Skegness Neighbourhood Plan Objectives

#### Economy

- Identify additional employment areas which will cater for emerging sectors within Skegness and the wider region.
- Attract a university or college campus which would benefit from the town’s well-established tourism industry.
- Identify a suitable location for a transport hub to serve both passengers and goods.

#### Social

- Attract and retain skilled and professional people and families to the town.
- Maximise previously developed sites for new housing.
- Address the redevelopment of B&Bs.
- Restrict the development of Houses in Multiple Occupation (HMOs) throughout the town.
- Provide more affordable housing within the town to meet identified local needs.

#### Retail, Leisure and Tourism

- Where feasible, relocate car parking within the town to improve pedestrian circulation and create new development opportunities.
- Make improvements along the Foreshore.
- Identify and improve the town “Gateways”.
- Encourage the re-let of small units in the town centre for retail purposes.
- Expand the offer of leisure and tourism within Skegness to create an attractive, year-round resort.
- Ensure that caravan development needs can be met in a sustainable way through the Neighbourhood Development Plan (NDP) period.
- Pedestrianisation of Lumley Road, subject to necessary transport assessments and traffic management survey being undertaken.

## **PART 2: NEIGHBOURHOOD PLAN POLICIES AND SITE ALLOCATIONS**



## **5.0 INTRODUCTION TO THE POLICIES AND SITE ALLOCATIONS**

5.1 This section of the Skegness Neighbourhood Plan outlines the specific policies and site allocations for Skegness based around the following policy themes:

- Theme 1: Employment, education and skills
- Theme 2: Tourism and visitor economy
- Theme 3: Skegness town centre
- Theme 4: Transport infrastructure
- Theme 5: Housing
- Theme 6: Community, health and well-being
- Theme 7: Design and environment

5.2 Where relevant, the policy designations and site allocations are shown on the accompanying Neighbourhood Plan Policies Map.

## 6.0 POLICY THEME 1: EMPLOYMENT, EDUCATION AND SKILLS

- 6.1 The Skegness Neighbourhood Plan supports economic diversification, the provision of new employment floorspace (particularly for small and start-up businesses) and enhanced skills development.
- 6.2 In doing so, the Skegness Neighbourhood Plan builds on the wider ambitions of the Greater Lincolnshire LEP and ELDC. The Greater Lincolnshire LEP Strategic Economic Plan seeks to deliver 13,000 new jobs and support 22,000 businesses by 2022. The LEP aims to increase the value of the Greater Lincolnshire economy by £3.2 billion. This ambition to deliver new employment is also supported by the ELDC Local Plan Core Strategy which seeks to encourage the development of a strong and diverse economy built on the strength of traditional industries but also supporting new economic opportunities.

### **New Employment Development**

- 6.3 The Skegness Neighbourhood Plan supports the enhancement of employment within the town, but also recognises that there is a need to support the diversification of employment within new employment sectors, particularly those that offer year-round employment.
- 6.4 Providing more floorspace that is suitable for supporting the establishment and growth of small and starter businesses will also contribute to opportunities for self-employment in the area and help reduce levels of out-migration.
- 6.5 ELDC Site Allocations Policy SP21 allocates two sites for employment development in Skegness; the existing employment site on Wainfleet Road (approx. 30ha) and the site on Burgh Road (approx. 9.5ha). The following policies support this ambition for enhanced employment opportunities within the town.

#### **Policy E1: Starter Business Floorspace**

Planning applications for development that provide floorspace for small starter units or incubator business floorspace (including Classes E(c), E(g) and B2 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) will be supported provided the requirements of other policies in the development plan are met.

#### **Related ELDC Policies**

Policy SP21 – Coastal Employment



### **Policy E2: New Employment Floorspace**

Applications which help to generate employment and develop business through the extension, conversion and replacement of existing buildings or provision of new buildings within existing employment sites or at locations in accordance with the other policies of the plan will be supported, provided that they avoid significant adverse effects in terms of:

- Impact on existing environmental designations;
- Impact on existing flood defences or access to them;
- Impact on neighbouring properties, or the locality in general in terms of noise, fumes, odour or other nuisances;
- Impact on the character and appearance of the area in terms of scale, visual impact and nature of operations; and
- Traffic generation, congestion and other traffic related nuisance.

Within the designated area of the Skegness Town Centre (as defined in ELDC Local Plan Core Strategy Policy SP14) opportunities to provide new employment floorspace, including as part of mixed-use development and provision for co-working and flexible working, will be supported providing that it would not affect the viability of the existing town centre including as a result of the loss of existing retail floorspace or visitor facilities.

Development will need to demonstrate that it satisfies the Sequential and Exception Test as set out in the accompanying Annex 2 of the ELDC Core Strategy Local Plan or its successor policy following the future Local Plan Review.

This policy relates to all applications for business uses including Classes E(c), E(g), B2, and B8 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and any subsequent amendments.

#### **Related ELDC Policies**

Policy SP17 – Coastal East Lindsey

Policy SP21 – Coastal Employment

### **Redevelopment of Existing Employment Sites**

- 6.6 Skegness has some areas of disused or underutilised employment floorspace that may no longer be fit for purpose or attractive to the market. The Neighbourhood Plan supports the redevelopment of these sites for alternative uses, however applications for alternative uses will need to provide robust justification and evidence that a loss of employment use would be justified, drawing upon ELDC evidence, including the Employment Land Review.



### **Policy E3: Redevelopment of Employment Sites for Other Uses**

Subject to satisfying the requirements of the other relevant policies within the development plan, applications for the re-use of business premises, redundant buildings or agricultural buildings to deliver employment-generating uses (in which jobs are delivered on the application site), including those within the tourism and the visitor economy, will be supported.

Applications for a change of use to an activity that does not provide employment opportunities will only be supported if it can be demonstrated that:

- The land or building in question has not been in active employment use and has been marketed at an appropriate market value for a continuous period of **at least 9 months or**
- The land or building in question is in active employment use but has no potential for either reoccupation or redevelopment for employment generating uses as demonstrated through the results both of a full valuation report and a marketing campaign covering **a minimum period of 12 months** at an appropriate market value in order to demonstrate wholly exceptional circumstances supporting other uses;
- and**
- Applications for any alternative use are appropriate for the land in question, having regard to other policies in the development plan and any relevant constraints.

This policy applies to sites that contain existing business premises including those in Use Classes E(c), E(g), B2, and B8 of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and any subsequent amendments. It does not apply to sites allocated within this Neighbourhood Plan (Policies NDP1 to NDP3).

#### **Related ELDC Policies**

Policy SP17 – Coastal East Lindsey

Policy SP20 – Visitor Economy

Policy SP21 – Coastal Employment

### **Education and Skills**

- 6.7 The level of education and skills in Skegness is currently low, with over 40% of the population having no qualifications. This is further reflected in low levels of employment and a reduction in the 16-24 age group as more skilled young people are choosing to leave the town to find employment elsewhere.
- 6.8 Alongside job creation and economic diversification, the development of skills and educational attainment, particularly amongst the town's younger population, is an important objective for the neighbourhood plan, as a step towards increasing levels of youth retention.
- 6.9 The neighbourhood plan therefore supports developments that are aimed at providing new or enhanced education facilities, or facilities and centres for the development of vocational skills.

**Policy E4: New Education Uses**

Planning applications that provide new or enhanced education establishments, skills development or training facilities will be supported provided the requirements of other policies in the Development Plan are met.

**Related ELDC Policies**

Policy SP28 – Infrastructure and S106 Obligations

## 7.0 POLICY THEME 2: TOURISM AND VISITOR ECONOMY

7.1 The Skegness Neighbourhood Plan seeks to enhance the visitor economy within Skegness including supporting diversification of the tourism offer and the provision of high-quality overnight accommodation. It will continue to offer safe, traditional family holidays but also develop tourism opportunities that incorporate the wild, beautiful and natural landscape of the District's coast.

7.2 These objectives align with the ELDC Local Plan, which aims to develop a strong, diverse economy in Skegness that provides year-round coastal tourism and holiday accommodation.

### Tourism and Visitor Economy

7.3 ELDC Local Plan Policy SP19 supports the Neighbourhood Plan's wider objective to grow and diversify the coastal economy through the provision of appropriate holiday accommodation. No specific growth targets have been identified, but the situation is monitored annually through the preparation of the "STEAM" report and this mechanism is used to measure the effectiveness of the development plan.

7.4 The policy includes provisions designed to prevent the loss of hotels and bed and breakfast accommodation in defined Serviced Holiday Accommodation Areas on the coast, but the purpose of these areas and their relative contribution to meet the overall existing and future demand for visitor accommodation is not fully defined within the existing Local Plan.

7.5 ELDC Local Plan Policy SP20 defines objectives for the Skegness Foreshore and identifies other uses and development of land to support the Tourist and Visitor Economy, and sets these out as:

*"In addition to holiday amusements it will support the following uses A3, food and drink, C1, hotels and hostels, D1, non-residential institutions (d, e and g) and D2, assembly and leisure.*

*A1 (non-food) retail may be supported where it involves ancillary uses to uses on the Skegness Foreshore. Retail development must demonstrate that the proposed development would not affect the viability of the existing town centre."*

7.6 On the 21<sup>st</sup> July 2020 the government published The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on the 1<sup>st</sup> September 2020. The government has issued an explanatory document on the changes and why they were made. Use Classes A and D were removed, along with Use Class B1(a) in England.

7.7 Three new use classes were introduced:

- Use Class E – Commercial, Business and Service - This use class brings together existing classes A1(shops), A2 (financial and professional services), A3 (restaurants and cafes) and B1 (business) as well as parts of classes D1 (non-residential institutions) and D2 (assembly and leisure) into one single use class to allow for changes of use without the need of planning permission. However shops and facilities with are deemed as being important to the local community have been placed into Use Class F2
- Use Class F1 – Learning and non-residential institutions - This use class brings together some elements of Use Class D1 namely, schools, colleges etc., galleries, museums, public libraries, public halls or exhibition halls and churches etc.
- Use Class F2 – Local community uses - This use class is designed to protect local community assets and includes shops smaller than 280m<sup>2</sup> with no other shop within a 10,000m (1km) radius, a hall or meeting place for the principal use of the local

community (was use class D1), outdoor sport or recreation locations (was D2(e) use class) and swimming pools or skating rinks (was D2(e) use class)

- 7.8 Under this policy, applications for development linked to tourism activities will be supported, particularly those that provide year-round tourism activities.
- 7.9 Noting the significant importance of tourism and the visitor economy to the role and function of Skegness and the local economy it is unsurprising that a substantial amount of existing evidence is available to support the priorities for development.
- 7.10 This evidence has shaped the objectives of this Neighbourhood Plan and its policies seek to add detail and demonstrate how new development can support this sector.
- 7.11 This Neighbourhood Plan recognises the cultural heritage of the town alongside the need to support regeneration and meet the needs of the modern visitor economy, including opportunities to diversify the appeal of the town and extend the season.
- 7.12 Skegness Esplanade and Tower Gardens has been awarded Registered Park and Garden Status and are classed as Grade II Listed. The Neighbourhood Plan policies seek to recognise the importance of this heritage and ensure that it is preserved and enhanced. A further key objective of this Plan is to realise the full potential of the Skegness Foreshore (as defined on the Policies Map) for the benefits of all visitors and residents. In order to expand the visitor economy a key objective is also to maximise opportunities to access the Foreshore through walking, cycling and public transport and improve connections within the Foreshore and to the Town Centre.
- 7.13 The Neighbourhood Plan policies seek to recognise constraints to development of the visitor economy and ensure that these are managed through applications for new development. This Neighbourhood Plan particularly encourages applications that demonstrate a benefit to broadening the town's tourism offer and extending the season of the visitor economy.



### **Policy V1: Tourism and Visitor Economy**

This Plan will encourage, support and promote the town's leisure, culture, heritage and tourism offer. Applications for tourism-related development will be supported where it can be demonstrated where applicable that:

- a) They promote the principles of sustainable tourism through realising the potential of the Town's cultural and heritage assets, in particular the Skegness Esplanade and Tower Gardens and the built and natural environment of the Skegness Foreshore (as defined on the Policies Map); **and**
- b) They maintain and enhance the quality of the public realm in terms of visual impact and amenity throughout the year; **and**
- c) They are of an appropriate scale so as not to have an adverse effect on the character or vistas of the immediate location; **and**
- d) They reflect the principles of good design including providing appropriate on-site landscaping to integrate the development into its wider surroundings (applications that relate to the Skegness Foreshore should have regard to the Skegness Foreshore Design Code (2018)); **and**
- e) They support the connectivity between public open spaces and contribute to opportunities to improve access and movement by pedestrians and cyclists.. Planning applications must also ensure that they preserve or enhance connectivity between the Skegness Foreshore and Skegness Town Centre (as defined on the policies map); **and**
- f) They do not adversely affect the net amount and quality of open spaces that contribute positively to the tourism economy and where necessary make provision for new open spaces that will enhance the usability of the local environment and the appeal to visitors; **and**
- g) They do not adversely affect existing heritage assets, environmental designations or existing flood defences.

Applications for new caravan sites or extensions to existing caravan sites will be supported where the use is restricted to temporary holiday accommodation and the months of occupation are restricted in accordance with the requirements of ELDC Core Strategy Policy SP19 'Holiday Accommodation' or any successor strategic policy or Local Development Order).

Applications for development that incorporate measures to attract visitors throughout the year and increase appeal to a wider audience, including through flexible or innovative land use and design, will be supported subject to their conformity with other policies within the development plan.

**Related ELDC Policies**

Policy SP11 – Historic Environment

Policy SP17 – Coastal East Lindsey

Policy SP19 – Holiday Accommodation

Policy SP20 – Visitor Economy

Policy SP21 – Coastal Employment

**Loss of Visitor Accommodation**

- 7.14 Whilst it is acknowledged that a number of residential dwellings are being let to the tourist market, a large number of HMOs have also been developed in Skegness in recent years, a significant proportion of which have emerged through the conversion and loss of hotel, guest house or bed and breakfast (B&B) accommodation. These hotels, guest houses and B&Bs (C1 uses) are important for supporting the tourism trade and visitor economy within Skegness and should be retained as far as possible.



### **Policy V2: Loss of Visitor Accommodation**

Applications for change of use from hotels, guest houses and B&Bs will be supported subject to the following criteria being met:

- a. Any hotel, guest house or B&B within the Serviced Holiday Accommodation Areas (defined on the Policies Map) should be advertised for a minimum period of 12 months before being released for other uses; **and**
- b. Any hotel, guest house or B&B outside the Serviced Holiday Accommodation Areas should be advertised for a minimum period of 12 months before being released for other uses;  
**and**
- c. The proposed alternative use would also support local tourism, including self-catering accommodation, **or**
- d. The proposed alternative use would otherwise support the local economy by providing a net increase in the number of full time equivalent jobs provided on site, **or**
- e. The proposed alternative use would contribute to the needs of the community, in terms of providing a community or medical facility in accordance with Policies C2 and C3; **or**
- f. The proposed development is for affordable housing for those with a local connection as defined by Annex 1 of the ELDC Core Strategy Local Plan (2018); **or**
- g. The proposed development would involve the conversion to a single family dwelling; **or**
- h. The proposed development would involve the conversion to retirement or older persons accommodation.

Where the proposed loss of hotel, guest house or B&B accommodation is through an application for major residential development, and subject to requirements of national policy and guidance in place at the time, the application will only be supported where the applicant demonstrates that the proposal would make a significant contribution towards the provision of affordable housing for those with a local connection.

#### **Related ELDC Policies**

Policy SP19 – Holiday Accommodation

### **New Overnight Accommodation**

- 7.15 In order to achieve the objectives of this Neighbourhood Plan Skegness requires additional, high quality overnight tourist accommodation to support the predicted increase in visitors. The Neighbourhood Plan therefore seeks to maintain and increase the availability of serviced visitor accommodation (including hotels, guest houses and B&B). In particular, the Plan encourages the bringing back into use as hotels, buildings that were originally hotels provided that the proposed accommodation of a suitable standard. Applications seeking to do this are actively encouraged.
- 7.16 The Neighbourhood Plan also seeks to ensure that appropriate opportunities are provided to diversify the type and location of accommodation particularly where this would make a valuable contribution to extending the year-round appeal of Skegness to visitors and encourage opportunities for innovation and enhancement of the local area.

### **Policy V3: Applications for Overnight Tourist Accommodation**

#### **Within the Serviced Holiday Accommodation Areas**

Applications for serviced tourist accommodation (including hotels, guest houses and B&B) will be supported where they are located in the Serviced Holiday Accommodation Areas, as defined on the Policies Map (and in ELDC Local Plan Policy or its successor following Review of the Local Plan) where it can be demonstrated that they:

- a. Promote good design and demonstrate regard to the qualities of the surrounding built and historic environment; **and**
- b. Where possible, seek to open up views of the beach and the sea beyond and look to exploit the opportunities for views from the upper floors of buildings.

Applications for non-serviced tourist accommodation uses (such as self-catering holiday lets) within the Serviced Holiday Accommodation Areas will not be supported.

#### **Outside the Serviced Holiday Accommodation Areas**

Planning applications for new serviced or non-serviced tourist accommodation, outside of the defined Serviced Holiday Accommodation Areas, will be supported where it can be demonstrated that:

- a. They promote good design and demonstrate regard to the qualities of the surrounding built and historic environment; **and**
- b. Where possible, they seek to open up views of the beach and the sea beyond and look to exploit the opportunities for views from the upper floors of buildings; **and**
- c. They respect the character of the area; **and**
- d. They would not prejudice the visual and other amenities of nearby residential properties; **and**
- e. For application sites located within the Town Centre it would not affect the viability of the existing town centre including as a result of the loss of existing retail (Class E(a)) floorspace.

#### **Related ELDC Policies**

Policy SP17 – Coastal East Lindsey

Policy SP19 – Holiday Accommodation

## 8.0 POLICY THEME 3: SKEGNESS TOWN CENTRE

8.1 The retail offer in Skegness town centre is below that in other Lincolnshire towns. The Skegness Neighbourhood Plan identifies a need to enhance local economic development by encouraging a broader range of shops within the town centre. The Skegness Town Centre boundary is defined on the accompanying Policies Map.

8.2 In order to support and enhance the retail offer of Skegness and the vitality and viability of the town centre, the Neighbourhood Plan seeks to encourage the development of active frontages, the repurposing of floor space above shops and the design of shop frontages.

### Active Frontages in the Town Centre

8.3 To improve the visual appearance of Skegness Town Centre, the Neighbourhood Plan seeks to promote active and quality building frontages. Active frontages aim to ensure that there is visual engagement between the street and the ground floor of a building. This can be achieved by designing out significant lengths of blank and featureless walls and replacing them with well-proportioned windows that allow for passive surveillance. At street level, active frontages provide visual interest to passers-by and can therefore help improve footfall in an area.

8.4 Shops provide active frontages and help to retain vitality in the town centre. The Neighbourhood Plan therefore seeks to preserve the vitality of the town centre by reaffirming the designation of primary frontages where the preservation of retail and other Class E uses will be promoted where possible. The primary frontages have been carried forward from the ELDC Core Strategy Local Plan (2018) (Policy SP14).

#### Policy TC1: Active Frontages in the Town Centre

Development in Skegness Town Centre (as defined on the Policies Map) should lead to the creation of active frontages in order to enhance the vitality of the town centre.

In primary frontages (as defined on the Neighbourhood Plan Policies Map), changes of use to non-Class E uses (as defined in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) will not be supported.

In non-primary frontages within the Town Centre, applications for changes of use to non-Class E uses (as defined in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) will be supported provided that the proposed development would result in a positive benefit to the vitality and viability of the town centre and the proposed use is compatible with any nearby residential uses.

#### Related ELDC Policies

Policy SP11 – Historic Environment

Policy SP14 – Town/Village Centres and Shopping

### Town Centre Upper Floor Developments

8.5 In order to further enhance the vitality of Skegness Town Centre, the Neighbourhood Plan supports other active uses that will help to support the town centre retail offer and evening leisure activities. In particular, the plan supports the development of residential uses above shops within the town centre.



### **Policy TC2: Town Centre Upper Floor Developments**

Applications for residential (Use Class C3) uses on upper floor levels above existing units in the town centre will be supported provided that the use does not adversely affect the viability of any commercial ground floor use.

In new town centre development, residential uses on upper floors will be supported provided that the use does not adversely affect the viability of any commercial ground floor use.

#### **Related ELDC Policies**

Policy SP14 – Town/Village Centres and Shopping

Policy SP18 – Coastal Housing

### **Design of Shop Frontages, Foreshore Frontages and Signage**

- 8.6 This Neighbourhood Plan seeks to promote development that delivers good design and visual amenity and enhances the attractive of the environment within Skegness for both prospective residents and visitors. The Neighbourhood Plan outlines design criteria for the refurbishment or replacement of existing frontages, new shop fronts and signage in Skegness Town Centre (as defined in ELDC Local Plan Policy SP14 and shown on the Neighbourhood Plan Policies Map) and on the Skegness Foreshore (as defined in ELDC Local Plan Policy SP20 and shown on the Neighbourhood Plan Policies Map).
- 8.7 The Neighbourhood Plan seeks to ensure that any applications for new or altered shop frontages and signage are compatible with the host building and have a positive impact on local surroundings. Policy TC3 seeks to ensure that applications in the Town Centre and Skegness Foreshore area will contribute to the Neighbourhood Plan's vision of Skegness by maintaining its distinctive built heritage and assist in developing the town's tourism offer.
- 8.8 The Skegness Foreshore Design Code was adopted by ELDC in December 2018 as part of the Skegness Masterplan Refresh. In late 2017, areas of the Skegness Foreshore were Grade II listed and awarded Registered Park and Garden Status. The purpose of the Design Code is to ensure that ELDC and local businesses adopt a set standard when making changes to the Skegness Foreshore to ensure the street scene in this area has a consistent and attractive appearance. Regard should be had to the Skegness Foreshore Design Code in the application of Policy TC3.



### **Policy TC3: Design of Shop Frontages, Foreshore Frontages and Signage**

Planning applications in the Town Centre and Skegness Foreshore (defined on the Policies Map) should lead to the creation of active and quality frontages that improve the visual character of the area. Applications should ensure that:

- i) Shop fronts do not dominate the architecture of the main building; **and**
- ii) Careful consideration is given to the proportions and detailing of the shop window; **and**
- iii) Doorways are compliant with requirements for access and provide a focal point to the shop front, ensuring that the style and materials harmonise with the rest of the frontage; **and**
- iv) Signage should be in scale with the rest of the shop front and building elevation, and should be limited to the fascia and, where acceptable, the shop windows and hanging signs; **and**
- v) Safety and security for future occupiers of the unit is promoted and the design does not adversely affect the vibrancy of the street scene or lead to an increased fear or perception of crime; **and**
- vi) Shopfront design maintains an undeveloped strip of at least 9m between the beach and the Foreshore. Opportunities to increase this gap and provide additional areas for trading goods outside the shop or retail unit will be supported.

Applications that relate to the Skegness Foreshore should have regard to the Skegness Foreshore Design Code (2018).

All applications in Skegness Town Centre and Skegness Foreshore must provide adequate supporting information to demonstrate how their proposed development has responded to the above criteria and the Skegness Foreshore Design Code, where applicable.

The requirements of this policy apply to applications within Skegness Town Centre and Skegness Foreshore as defined within the ELDC Local Plan (or its successor following Review of the Local Plan) and shown on the Neighbourhood Plan Policies Map.

#### **Related ELDC Policies**

Policy SP10 – Design

Policy SP11 – Historic Environment

Policy SP14 – Town/Village Centres and Shopping

## 9.0 POLICY THEME 4: TRANSPORT INFRASTRUCTURE

- 9.1 Skegness is situated in a relatively remote location on the East Lincolnshire coast, being accessible via two main routes – the A158, linking Skegness with Lincoln and Grimsby, and the A52, which links Skegness with Boston in the south.
- 9.2 Skegness also has a railway station that provides hourly direct connections to Nottingham via Boston and Grantham.

### Sustainable Transport

- 9.3 Skegness has low levels of public transport provision particularly to or from nearby towns. As such, the town faces issues of high traffic volumes and congestion, particularly during the summer months, when visitor numbers significantly increase. The Neighbourhood Plan therefore aims to improve opportunities for more sustainable and active travel choices amongst both visitors and residents.
- 9.4 This policy seeks to build on the work that was undertaken through the 'Go Skegness' project that was led by the Greater Lincolnshire LEP, to discourage the use of private cars and provide alternative sustainable travel options.

#### Policy INF1: Sustainable Transport

Support will be given to planning applications that:

- a. Incorporate a mix of uses so that the need to travel is minimised; **and**
- b. Contribute to the provision of safe, accessible and attractive cycle and pedestrian routes within the site and to local amenities; **and**
- c. Provide links to current or proposed pedestrian routes and cycle networks, or access to public transport facilities.

#### Related ELDC Policies

Policy SP22 – Transport and Accessibility

### Car Parking Provision for New Developments

- 9.5 The standards, policies and approach taken in accommodating parking for new developments within the Neighbourhood Plan has sought to reflect evidence-led local circumstances, with the aim of ensuring that a balanced approach is achieved.
- 9.6 The appropriate setting of standards and management thereof, ensures that the needs of end users (residents, workers and visitors) are not compromised by inadequate availability and /or poor design of parking provision. The parking standards outlined below seek to avoid adversely impacting on the urban scene, road and pedestrian safety, congestion, air pollution, and the vitality of Skegness Town Centre.
- 9.7 The total provision of parking for certain land use classes of development are outlined in the following policies.
- 9.8 Where a development comprises more than one land use then the standards should be applied on the basis of the gross internal floor area (GIA) of each particular land-use class.
- 9.9 All parking standards should be regarded as **minimum** standards to be applied to both new developments and any change of use applications.

**Policy INF2: Car Parking Provision for New Developments**

To be supported all new build development proposals must demonstrate how car parking requirements likely to be generated by the development will be met. The adequacy of how those requirements will be met will be assessed in terms of any detrimental impact on highway safety, and any severe cumulative impacts on the road network.

**Related ELDC Policies**

Policy SP22 – Transport and Accessibility

**Parking for Service and Delivery Vehicles**

- 9.10 Where possible, and where it would not be detrimental to the overall car parking standards being met, loading and unloading areas for commercial and service vehicles should be provided within new developments.

**Policy INF3: Parking for Service and Delivery Vehicles**

Where practicable and feasible to do so planning applications should include spaces for delivery and service vehicles of a size appropriate to the land use concerned.

**Related ELDC Policies**

Policy SP22 – Transport and Accessibility

**Disabled Parking Standards for New Developments**

- 9.11 Policy INF4 confirms the position to be adopted in determining parking provision for disabled users in new developments. This is based on the RIBA recommended approach which applies a rate of 5% of car park capacity across most types of development.

#### **Policy INF4: Disabled Parking Standards for New Developments**

The following disabled parking standards should be applied to all planning applications.

<b>Use Class</b>	<b>Disabled Parking Provision</b>
Standard Allocation	5% of Car Park Capacity
Retail / Leisure and recreation	6% of Car Park Capacity
Sports Facilities	Sports England's published Guidance for parking requirements for sports facilities should be considered
Workplace	Where the number of Disabled Employees is known: One space for each known disabled employee plus 2% of total car park capacity <b>OR</b> Where the number of disabled employees is unknown: 5% of the car park capacity
Constrained sites where less than 10 parking bays could be accommodated	A minimum of 1 space
Residential (applicable for developments of 10 dwellings or more)	5% of the total of unallocated spaces provided across the development.
Where the facility or building is likely to cater for an increased number of disabled employees or users then the provision for disabled parking should increase to meet expected demand.	

#### **Related ELDC Policies**

Policy SP22 – Transport and Accessibility

#### **Motorcycle Parking Standards for New Developments**

- 9.12 The term motorcycle applies to all powered two-wheelers, including scooters and mopeds.
- 9.13 Specific parking measures should be considered as part of planning application proposals to assist with uptake towards this comparatively lower carbon form of transport and integrated journeys at public transport interchanges, and places of employment.
- 9.14 Therefore, in line with the National Travel Survey 2016 data for residential developments, 3% of unallocated parking provision is recommended as an appropriate level of additional parking for motorcycles. Where parking is allocated, households will be able to adapt and use their allocated parking space or garage for motorcycle parking. This should be provided in addition to car parking allocations and should be covered and secure.



### Policy INF5: Motorcycle Parking Standards for New Developments

In all planning applications for new development, motorcycle parking shall be provided at 3% of the total number of unallocated car parking spaces provided for the development.

#### Related ELDC Policies

Policy SP22 – Transport and Accessibility

### Cycle Parking Standards for New Developments

- 9.15 Cycle parking is typically classified as either long and short term provision, as follows:
- Short Stay – Generally provided for visitors and/or customers to a premises
  - Long Stay – Provided for places of employment or at home, and is usually covered, secure and well lit
- 9.16 It is imperative that the correct balance of cycle parking is achieved for the type and expected requirements of the proposed development.
- 9.17 In parallel with ensuring that the correct balance and provision of cycle parking is provided within an application site it is important to ensure that the facilities for cycle parking are conveniently located, secure and not open to the elements. Failure to adopt such an approach will result in poor take-up of cycle travel and place pressure on meeting the demands and consequences of increased car travel, particularly single occupancy journeys.

### Policy INF6: Cycle Parking Standards for New Developments

Planning applications shall provide on-site cycle parking in accordance with the minimum requirements outlined below for each land use class.

Residential (Use Class C3) (Number of Bedrooms)	Cycle Parking Standard (minimum)
1	1 space
2	1 or 2 spaces
3	2 spaces
4	2 spaces
Use Classes E(c), E(g), B2 and B8	Cycle Parking Standard (minimum)

A minimum of 6% of total parking provision +20%, to allow for growth since the 2011 Census or 1 space per 10 members of staff whichever is the greater. (A minimum of 6 spaces to be provided).

Use Class	Cycle Parking Standard (minimum)
E(a)	1 space per 100 sqm (minimum of 6 spaces)
E(b)	1 space per 100 sqm (minimum of 6 spaces)
E(c)/ Drinking Establishments (Sui generis)	1 space per 70 sqm (minimum of 4 spaces)

Cycle parking facilities shall be conveniently located, secure and not open to the elements, unless the applicant can demonstrate that this is unfeasible.

This policy does not apply to sites within the Town Centre (as defined on the Policies Map).

For non-residential land uses, the need for long term and short term cycle parking may be determined on a case by case basis. However, the key objective of this policy is to reduce dependence on the private motor vehicle.

**Related ELDC Policies**

Policy SP22 – Transport and Accessibility

**Parking Standards for Ultra-Low Emission Vehicles**

- 9.18 The Skegness Neighbourhood Plan has looked towards and aligned its policy considerations with Central Government’s ‘Road to Zero’ objectives whereby all new vehicles will produce zero emissions by 2040. Pivotal in achieving this will be the appropriate provision of electric charging points for all new developments, or the ability to install these in existing developments where practicable and feasible to do.

**Policy INF7: Ultra Low Emission Vehicles (ULEV) Parking Standards and Future Provision**

Planning applications shall provide charging points for ULEVs in accordance with the minimum standards outlined below unless it is demonstrated not to be practical or viable.

	ULEV Parking Standard
New Residential Developments (Use Class C3)	For houses, 1 passive charge point per dwelling is required. For flatted residential developments with unallocated parking, 2 EV charge points per 10 spaces shall be provided. For flatted residential development with allocated parking, all spaces to have charge points where practical.  Cabling to all spaces where practical to allow for future installation of charging points and sufficient capacity to enable, as a minimum, Mode 3 at 3.7kW (16A) or 7.4kW (32A).
New Non-Residential Developments	For new non-residential developments where 10 or more parking spaces is provided then 1 charge point for every 5 spaces shall be provided and cable ducts for all remaining spaces shall also be provided
New Additional Car Parking Spaces in Existing Non-Residential Developments	Increases in provision in existing developments will be supported. Provision is recommended at 1 charge point for every new 20 parking spaces.

**Related ELDC Policies**

Policy SP22 – Transport and Accessibility

**Public Car Parking Provision**

- 9.19 The retention of public car parking facilities within Skegness Town Centre and the surrounding areas, including Skegness Foreshore, has been identified as a priority by the Town Council and is therefore included as a policy within the Neighbourhood Plan. However, the policy also allows for the relocation of public car parking to a suitable, alternative location such as an out-of-town park and ride facility, in order to reduce traffic congestion within and around the Town Centre.

**Policy INF8: Public Car Parking Provision**

Existing public car parking facilities will be protected and retained unless suitable alternative provision is made or the provision is demonstrated to no longer be required. There should be no net loss of disabled parking spaces within the Town Centre (defined on the Policies Map).

Where additional demand for public car parking is identified, applications for new public car parks within and around the Town Centre will only be supported where it can be demonstrated that these needs cannot be adequately addressed by public transport or other sustainable travel modes (including access to out-of-centre park and ride facilities).

Applications to improve or enhance existing public car parking facilities will be supported where the proposed development would not adversely impact on the character and appearance of the area.

**Related ELDC Policies**

Policy SP22 – Transport and Accessibility

## 10.0 POLICY THEME 5: HOUSING

### Redevelopment of Existing Buildings for Affordable Residential Use

- 10.1 The neighbourhood plan supports the redevelopment of existing buildings for affordable residential dwellings. In the context of this neighbourhood plan, 'affordable housing' is as defined in Annex 2 of the National Planning Policy Framework (NPPF), including First Homes as defined in National Planning Practice Guidance.

#### **Policy H1: Redevelopment of Existing Buildings for Affordable Residential Use**

Applications for redevelopment of existing buildings, or part of an existing building, to an affordable residential dwelling house or affordable dwelling houses will be supported provided that the proposal meets all the following criteria:

- a. If the building is located in Skegness Town Centre (as defined on the Policies Map), the application must not adversely affect the viability of any commercial ground floor uses (in accordance with the requirements of Policy TC2); **and**
- b. The building is capable of conversion without significant extension, i.e. the volume of the new building does not exceed the total volume of the original building plus the maximum additional allowances for development that could be achieved under Rights for Permitted Development; **and**
- c. Any extensions or alterations should generally remain subservient to the host property and would avoid a significant adverse effect on the character and appearance of the original building and its setting with respect to use of materials, size, form and design; **and**
- d. The proposed residential use is compatible with surrounding land uses; **and**
- e. Safe and convenient access and adequate parking can be provided without significant adverse impact on the local environment; **and**
- f. In legal and other agreements connected to planning consents, the building will provide affordable housing for those with a local connection, as defined by Annex 1 of the ELDC Local Plan (2018) (or any successor definition following the future Local Plan Review); **and**
- g. Adequate provision can be made for foul and surface water drainage.

In accordance with current national policy requirements, 25% of all affordable housing units delivered through planning obligations are required to be First Homes.

#### **Related ELDC Policies**

Policy SP7 – Affordable and Low Cost Housing

Policy SP18 – Coastal Housing

### **Infill Development**

- 10.2 In order to support opportunities for redevelopment, this Neighbourhood Plan encourages the preparation of development briefs and engagement with the Town Council and East Lindsey District Council to demonstrate appropriate opportunities for suitable and sustainable development on potential infill sites. These will be particularly welcome where they can contribute towards improvements in the wider environment of the town e.g. Gateway Sites into the Town Centre.



- 10.3 This aligns with the ELDC Local Plan (2018) which confirms that ELDC must be pro-active in their approach to the provision of new housing.
- 10.4 Historically, windfall sites have contributed up to 50% of the District's total housing supply. Many of these are very small-scale, infill sites, developed by local building companies in the District. These are sites that have not previously been identified/allocated for housing by ELDC and may be identified subject to a review of land availability and demand for other uses.
- 10.5 These small companies have provided housing 'to order' for customers, thus making them less susceptible to the wider economic fluctuations experienced by volume house builders and helping ensure a continuous level of delivery.
- 10.6 However, ELDC Local Plan Policy SP18 reflects the constraints on opportunities for residential development in the Coastal Area, including Skegness, and seeks to meet requirements for growth through existing commitments and re-use of previously developed land subject to compliance with other policies in the development plan.
- 10.7 This Neighbourhood Plan recognises these constraints relating to flood risk but seeks to optimise opportunities for redevelopment, where appropriate.
- 10.8 ELDC Local Plan Policy SP10 provides design criteria that are reflected in the specific requirements for infill development in Skegness. It is important that windfall developments do not harm the character and amenity of the town and do not compromise the achievement of a sustainable pattern of development.

### **Policy H2: Infill Development**

Proposals for residential development on brownfield infill and redevelopment sites, will be supported in accordance with Policy SP18 of the ELDC Local Plan Core Strategy (or its successor policy following Local Plan Review) and will be supported where they meet the following criteria:

- a. They fill a gap in an existing frontage, or on other sites, within the 'built up area' of the town; **and**
- b. They are well designed and in keeping with their local surroundings, and respect the character of the area - including any heritage assets; **and**
- c. They do not harmfully reduce the privacy and/ or amenity of nearby properties; **and**
- d. The proposed development provides appropriate access, off street parking and turning arrangements; **and**
- e. The proposed development does not adversely impact any outdoor sports and recreational facilities or other important open spaces.

Development will need to demonstrate that it satisfies the Sequential and Exception Test as set out in Annex 2 of the Core Strategy Local Plan and all relevant development will need to provide adequate flood mitigation.

#### **Related ELDC Policies**

Policy SP3 – Housing Growth and the Location of Inland Growth

Policy SP10 – Design

Policy SP11 – Historic Environment

Policy SP18 – Coastal Housing

### **Older Persons Accommodation**

- 10.9 The ageing population is a national issue but is particularly pronounced in Skegness where 24.2% of residents are aged over 65, compared to the national average of 16.3%.
- 10.10 The NPPF defines older people as “people over retirement age, including the active, newly retired through to the very frail and elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialist housing for those with care support needs”.
- 10.11 The Neighbourhood Plan therefore identifies a need to make provision for older persons accommodation now and in the future. The Neighbourhood Plan will support applications that seek to address this need in appropriate, sustainable locations. As such, the siting and design of new older persons accommodation must be in line with other policies in the Skegness Neighbourhood Plan.

### **Policy H3: Older Persons Accommodation**

Applications for specialist older persons housing, including sheltered accommodation and extra care accommodation (Use Class C3) **or** residential care facilities, including nursing homes (Use Class C2), will be supported provided that:

- The accommodation is within comfortable walking distance of public open space (applications for Use Class C3) or includes an area of communal open space for residents' exclusive use (applications for Use Class C2 or C3); **and**
- The accommodation provides the highest standards of accessible and inclusive design including, where applicable, meeting the requirements of M4(2) or M4(3) of Volume 1, Part M of the Building Regulations; **and**
- The accommodation provides pick up and drop off facilities close to the main entrance suitable for taxis, minibuses and ambulances; **and**
- In the case of large scale applications (of 10 or more units or a site of 0.5 hectares or more), the applicant has demonstrated that there is a local need for the scale and type of accommodation proposed

Within applications for specialist older persons housing (Use Class C3), the provision of communal facilities for residents' use, such as a restaurant, dining room and lounge, will also be supported.

#### **Related ELDC Policies**

Policy SP5 – Specialist Housing for Older People

## 11.0 POLICY THEME 6: COMMUNITY, HEALTH AND WELL-BEING

### Existing Community Facilities (non-health related) and Public Spaces

- 11.1 Meeting the need for community facilities and social infrastructure is a strategic priority identified within national policy.
- 11.2 The Neighbourhood Plan seeks to support the development of community facilities which contribute to the vitality and viability of Skegness town, including cultural infrastructure such as the town's theatres and cinema. This aligns with Policy SP14 of the ELDC Local Plan. Policy SP14 recognises that planning applications involving the closure of community facilities will need to be supported by evidence to show that they are no longer required. In the case of shops and pubs, Policy SP14 requires that evidence should be provided to show that the business has been offered for sale or rent at a reasonable price for at least 12 months and has been advertised in the relevant trade publications.
- 11.3 This is a broad policy and during the Examination of the Local Plan some omissions were identified in terms of consistency with national policy. Moreover, the objectives of this Neighbourhood Plan identify that given the specific requirements for Skegness, additional policy provision will help to maintain and improve the provision of social and community infrastructure essential for sustainable development.
- 11.4 This places a particular emphasis on demonstrating the importance of existing services and facilities and demonstrating that re-use should also consider their potential contribution to tourism and the visitor economy.
- 11.5 The Neighbourhood Plan also supports the identification, nomination and appropriate protection for land and facilities as Assets of Community Value (as enabled under the Localism Act 2011).

#### **Policy C1: Existing Community Facilities (non-health related) and Public Open Spaces**

The existing community facilities and public open spaces within Skegness are important resources for the local community and should be retained.

Applications for change of use or loss of existing community facilities, including those designated as assets of community value, will not be supported unless the application site is allocated within the Development Plan for an alternate use **or**:

- a. It can be clearly demonstrated that the asset is no longer financially viable or considered necessary or of value to the community or a suitable replacement can be provided elsewhere; **and**
- b. Any replacement provision should meet or exceed the existing benefit to the community of the current site, especially with regard to personal safety in public open spaces, and accessibility; **and**
- c. Applications for major development must be supported by a Health Impact Assessment to demonstrate that the loss of the existing facility will not have a significant adverse effect on the health and well-being of local residents; **and**
- d. Applications relating to land or facilities identified as assets of community value should enhance the value of the asset or provide additional opportunities for residents to meet, socialise, exercise or learn.



**Related ELDC Policies**

Policy SP10 – Design

Policy SP14 – Town/Village Centres and Shopping

Policy SP26 – Open Space, Sport and Recreation

**New Community Facilities (non-health related) and Public Spaces**

- 11.6 Applications for new (non-health related) community facilities and public spaces will be welcomed subject to compliance with other development plan policies.

**Policy C2: New Community Facilities (non-health related) and Public Spaces**

Applications providing for essential community infrastructure and facilities, including schools, youth facilities, facilities for older people or public open spaces, will be supported subject to the following criteria being met:

- The application demonstrates that the development proposed is well-related to Skegness; **and**
- The application demonstrates that the development proposed is accessible to users that the facility / public space is intended to serve; **and**
- The application complies with other relevant policies in this plan.

**Related ELDC Policies**

Policy SP10 – Design

Policy SP11 – Historic Environment

Policy SP14 – Town/Village Centres and Shopping

Policy SP26 – Open Space, Sport and Recreation

**Community Health Facilities**

- 11.7 Ensuring a good standard of community health infrastructure is a particular priority for Skegness given the projected increase in the town's older population over the plan period.
- 11.8 Meeting the need for community facilities and social infrastructure is a strategic priority identified within national policy. Particular importance is placed on the requirement for policies and decisions to support healthy communities including the need to support strategies for improving health and addressing locally identified health and well-being needs.
- 11.9 The health and care sector is also identified by the Greater Lincolnshire LEP as a potential growth sector, particularly in light of the ongoing demographic changes occurring across Lincolnshire, as well as across the wider UK, and an associated need for greater employment and skills in the social care sector. The development of vocational skills in this sector, including through apprenticeships and adult training programmes, may be a further opportunity for Skegness.
- 11.10 The Neighbourhood Plan seeks to promote and encourage appropriate opportunities to

ensure that existing community health care provision is maintained and expanded and provides criteria to ensure that new development will best meet local needs. The provision of adequate health infrastructure in Skegness is key to ensuring that the town supports sustainable development and meets the needs of the existing and visiting population.

### **Policy C3: Community Health Facilities**

Existing community health facilities should be retained and enhanced wherever possible.

Applications involving the loss of community health facilities for which there continues to be an established need will be resisted unless adequate alternative provision is or will be made available in a location convenient to the local community served within an appropriate and agreed timescale.

Applications for new community health facilities or improvements to existing community health facilities will be supported subject to the following criteria:

- a. The location is accessible or can be made accessible through improved opportunities for walking, cycling and access by public transport; **and**
- b. The new development is compatible with its surroundings; **and**
- c. Adequate provision can be made to meet the requirements for additional parking generated by users of the facility without significant adverse impact on the environment and highway safety in the local area; **and**
- d. Applications for major development are supported by a Health Impact Assessment commensurate with the size and nature of the development proposed.

Applications for specialist accommodation for older people that incorporate provision of community health infrastructure to meet the requirements of future residents and, where possible, are accessible by existing residents of the town will be supported.

### **Related ELDC Policies**

Policy SP5 – Specialist Housing for Older People

Policy SP14 – Town/Village Centres and Shopping

## 12.0 POLICY THEME 7: DESIGN AND ENVIRONMENT

### Design in New Developments

- 12.1 The Neighbourhood Plan aims to raise the standard and quality of design in new built developments within the town.
- 12.2 Good quality design is not just about what buildings look like, but it is also about how those buildings interact within the wider built environment, including how they relate to the street, how streets and outdoor amenity spaces are designed, and how the development relates to surrounding buildings and the character of an area.

#### Policy D1: Design in New Developments

All new developments should be of a high quality design. Where appropriate proposed developments should:

- a. Represent an enhancement and improvement to the built environment in the vicinity of the application site; **and**
- b. Positively contribute towards local character by creating a sense of place appropriate to its location; **and**
- c. Be of a distinctive design that contributes to helping people find their way easily around the town centre (as defined on the Policies Map) and do not constrain pedestrian movements); **and**
- d. Where relevant, enhance heritage assets and their settings and better reveal views of significant features such as heritage assets or the sea; **and**
- e. Respect the prevailing density and pattern of development that surrounds the application site; **and**
- f. Be designed to ensure that there is a good outlook for all future occupiers of the land and buildings; **and**
- g. Make provision for an appropriate amount of landscaping and outdoor amenity / green space; **and**
- h. Provide visual interest, particularly at street level and avoid using blank walls where these would be visible from public vantage points; **and**
- i. Incorporate active frontages at ground floor level where the development is located within the Town Centre (as defined on the Policies Map and in accordance with Policy TC3).

#### Related ELDC Policies

Policy SP10 – Design

Policy SP11 – Historic Environment

Policy SP23 – Landscape

### Design of New Car Parking

- 12.3 The Neighbourhood Plan seeks to raise the standard of design in car parks within the town, particularly visitor car parking facilities in prominent locations.
- 12.4 The integration of parking should not adversely impact the public realm and street scene and careful consideration to the design and layout of parking within a development needs to be had. Reference in the first instances should be taken from the character and appearance of

the street scene and surrounding context in which new development is proposed.

- 12.5 Policy D2 aims to ensure that any new car parks are designed to a high standard in terms of landscaping and security, and that car parking in new residential developments is appropriately designed and does not lead to obstruction of pedestrian walkways and footpaths.

#### **Policy D2: Design of New Car Parking**

Applications for new car parking will only be supported where it provides high quality and integrated parking that minimises its impact on the character of the surrounding area, and which is inclusive and does not adversely affect highway safety

All new car parking facilities (including Park and Ride car parks) should be of a high quality design and disabled parking bays must be appropriately located within the car park layout.

Proposed new car park developments should:

- a. Be designed to a high standard including appropriate levels of landscaping; **and**
- b. Include features and measures designed to ensure a safe and secure environment;; **and**
- c. In the case of large-scale public car parks, such as Park and Ride facilities, include real-time space availability signage at car park entrances and on main approach roads to the town For the main approaches these should be provided unless it can be demonstrated to be unfeasible.

In residential developments:

- Parking courts must have easy and direct access to dwellings; **and**
- Parking courts must be well-designed and secure; **and**
- Parking bays and garages must be of a sufficient size for modern vehicles; **and**
- Parking design and layouts must not allow vehicles to block footpaths and cycleways.

#### **Related ELDC Policies**

Policy SP10 – Design

#### **Gateway Sites and Edge of Settlement Development**

- 12.6 One of the overarching objectives of the Neighbourhood Plan is to enhance the key gateway locations on the approach to Skegness town, including on Burgh Road (A158), Wainfleet Road and Roman Bank and at the town's main public transport interchanges. This policy seeks to ensure that such key sites are enhanced through high quality future development that provides a sense of arrival, whether by rail or road, and thereby enhances the visitor experience.



### **Policy D3: Gateway Sites and Edge of Settlement Development**

Applications for development at key gateway locations on Burgh Road (A158), Wainfleet Road and Roman Bank and at Skegness Bus and Railway Stations, will be supported where these would deliver enhancements and improvements to the visual approaches and main arrival points of the town.

Applications for development on the edge of the Skegness settlement should not have a significant adverse effect on the landscape setting and should, where possible, provide enhanced walking routes linking these sites with the wider countryside and town centre, foreshore and coastal path.

The visual impact of new development on views of the countryside and on sea views should be minimised through the design of the site layout, buildings and landscape.

#### **Related ELDC Policies**

Policy SP22 – Transport and Accessibility

### **Local Green Spaces**

- 12.7 The Neighbourhood Plan seeks to retain and improve green spaces within Skegness that have amenity or environmental value.
- 12.8 The policy that underpins the designation of Local Green Spaces is outlined in paragraphs 99 and 100 of the NPPF.
- 12.9 The ELDC Local Plan identifies areas of greenspace that are protected and safeguarded from development under ELDC Local Plan Policy SP25 ('Green Infrastructure'). This policy states that:
- "The Council will safeguard and deliver a network of accessible green infrastructure by protecting and safeguarding all greenspace identified through the Settlement Proposals DPD so that there is no net loss"*
- 12.10 The sites identified by ELDC as protected open space under ELDC Local Plan Policy SP25 have been reviewed through the Neighbourhood Plan process.
- 12.11 Policy D4 identifies those that are considered locally to be the most important open spaces within Skegness and are valued and used regularly by local people and visitors. These spaces are therefore designated as Local Green Spaces within the Neighbourhood Plan.

#### **Policy D4: Local Green Spaces**

Development which would result in the loss of Local Green Spaces will not be permitted except in very special circumstances (in accordance with NPPF paragraph 101). The following are designated as Local Green Spaces (as shown on the Policies Map):

1. Alma Avenue Play Park
2. Church Lane Play Park, Winthorpe
3. Beresford Playing Field
4. Green Space, off Roman Bank, near North Shore Golf Club
5. West Way/Roman Bank
6. Vine Walk
7. Coronation Walk
8. Croft Walk
9. King George V Walk

Where very special circumstances are found to exist, replacement open space provision will be required of a size and quality equivalent or better than what is lost.

#### **Related ELDC Policies**

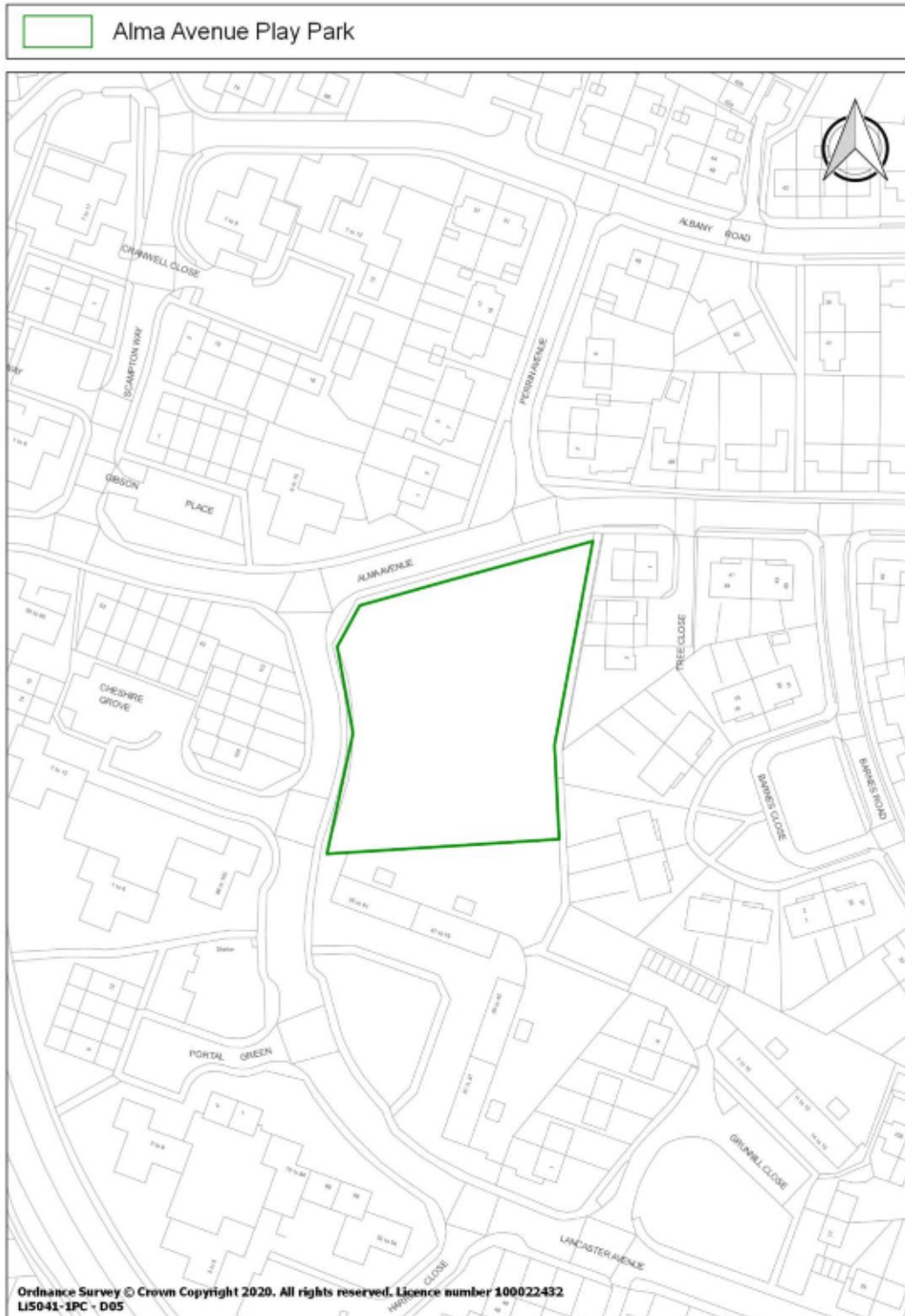
Policy SP25 – Green Infrastructure

Policy SP26 – Open Space, Sport and Recreation

- 12.12 Skegness Esplanade and Tower Gardens are also recognised as important areas of open space within the town. However, these are already afforded a significant level of protection through their designation as a Registered Historic Park and Garden and Grade II listing. These sites are therefore not considered to meet the NPPF definition of being 'local in character' and have not been included in the list of designated Local Green Spaces.
- 12.13 The following paragraphs provide a description of and map showing each designated Local Green Space.

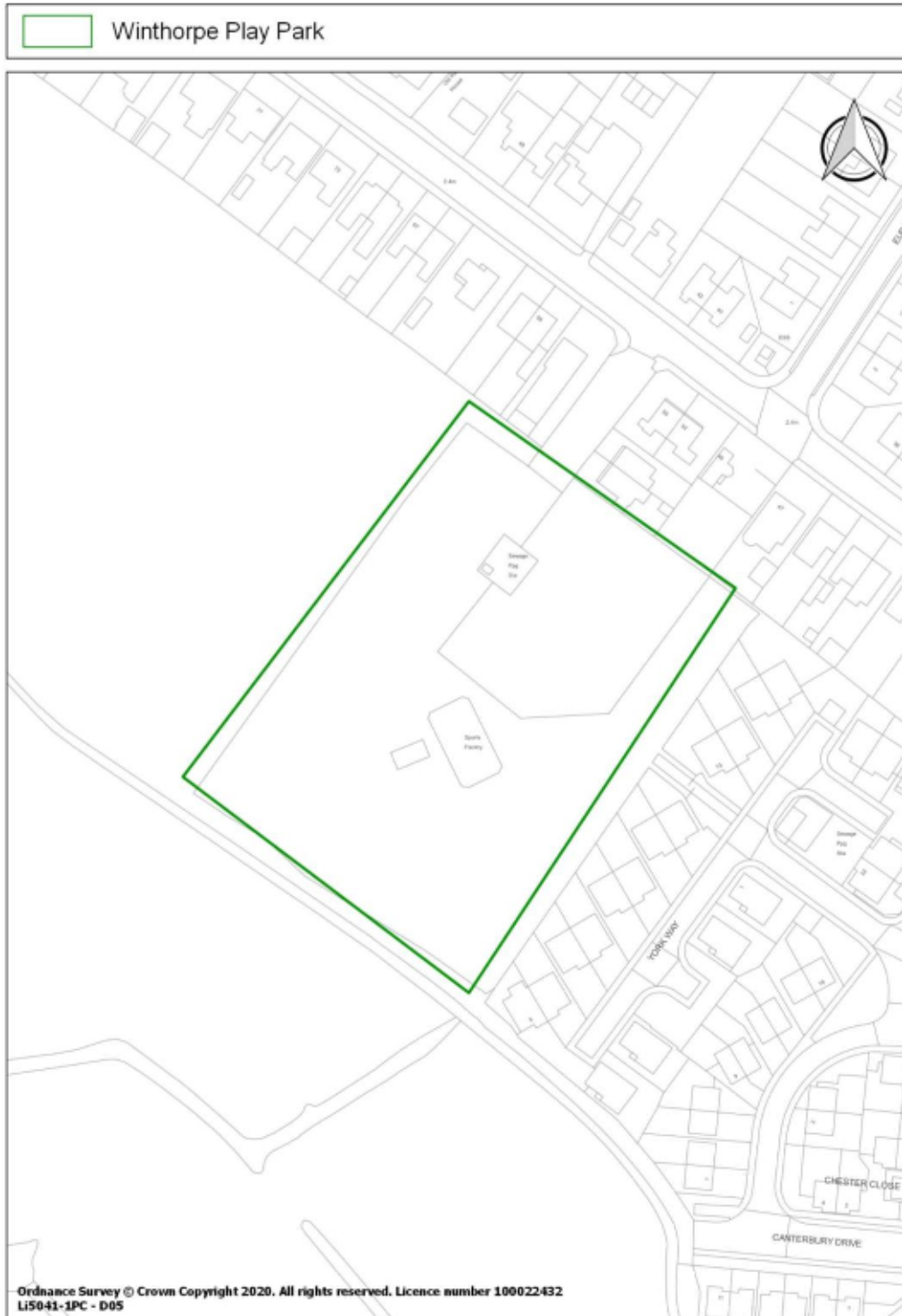
### Alma Avenue Play Park

12.14 This site is located to the south of Alma Avenue, Skegness. The site comprises a children's play area with 15 items of play equipment including fitness trial area, fenced off area with play equipment for 8-12-year olds, fenced off area with play equipment for younger children, a grass playing field and a number of trees. The site has one bin and two benches and is surrounded by wooden fencing. The area of the site is approximately 0.41 hectares.



**Winthorpe Play Park, Church Lane**

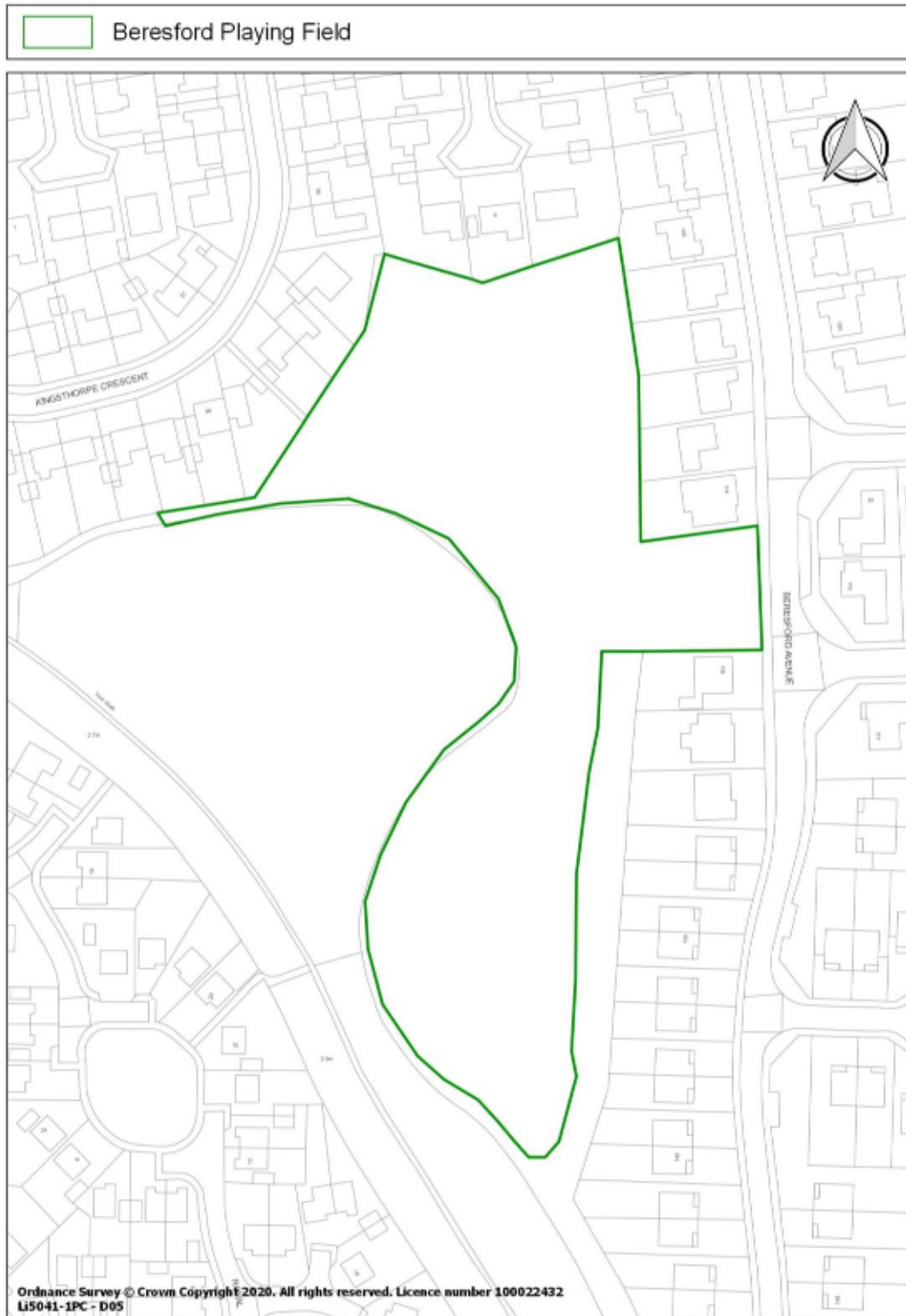
12.15 This site is located to the south of Church Lane, Winthorpe. The site comprises a children’s play area with 12 items of play equipment plus a multi-use games area and skate ramp. There is also a fenced off area with play equipment for younger children and two areas for older children, grass playing field and a number of trees. The site has one bin and two benches and is surrounded by wooden fencing. The size of the site is approximately 1 hectare.





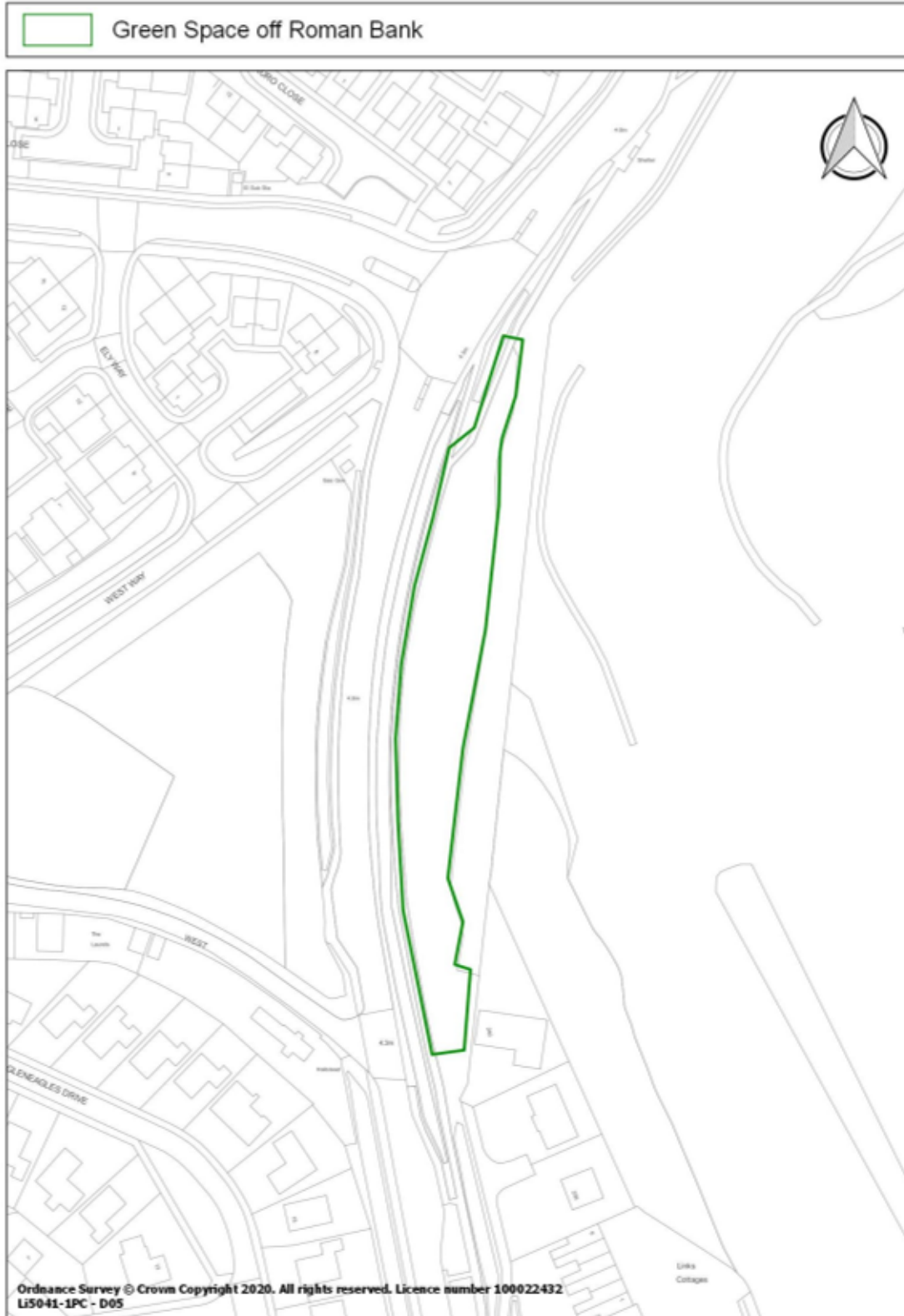
**Beresford Playing Field**

12.16 This site is located at Beresford Avenue, Skegness. The site comprises a large grassed area lined with hedges on one side. The area is used for recreation and dog walking and is adjacent to Vine Walk, and can be accessed from Vine Walk, Beresford Avenue and Kingsthorpe Crescent. The site has two bins. The site has an approximate area of 1.08 hectares.



**Green Space, off Roman Bank, near North Shore Golf Club**

12.17 This site is an area of amenity open space, located to the east of Roman Bank, Skegness and adjacent to North Shore Golf Club. The site is grassed and bordered by trees. The site is approximately 0.13 hectares in size.



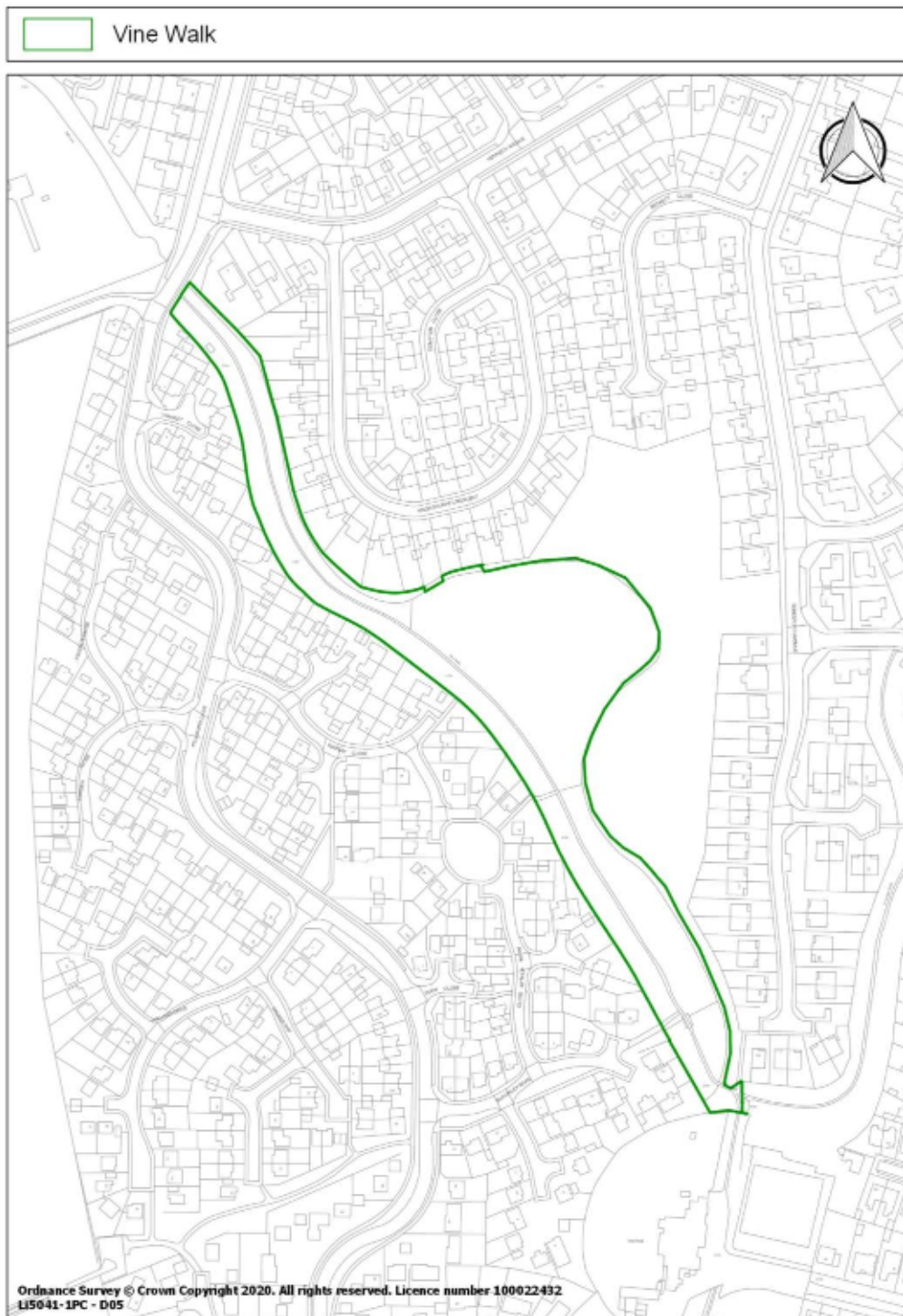
**West Way/Roman Bank**

12.18 This is a triangular area of amenity open space situated at West Way and Roman Bank. The site is grassed and is bordered by trees and hedgerows. The area of the site is approximately 0.82 hectares.



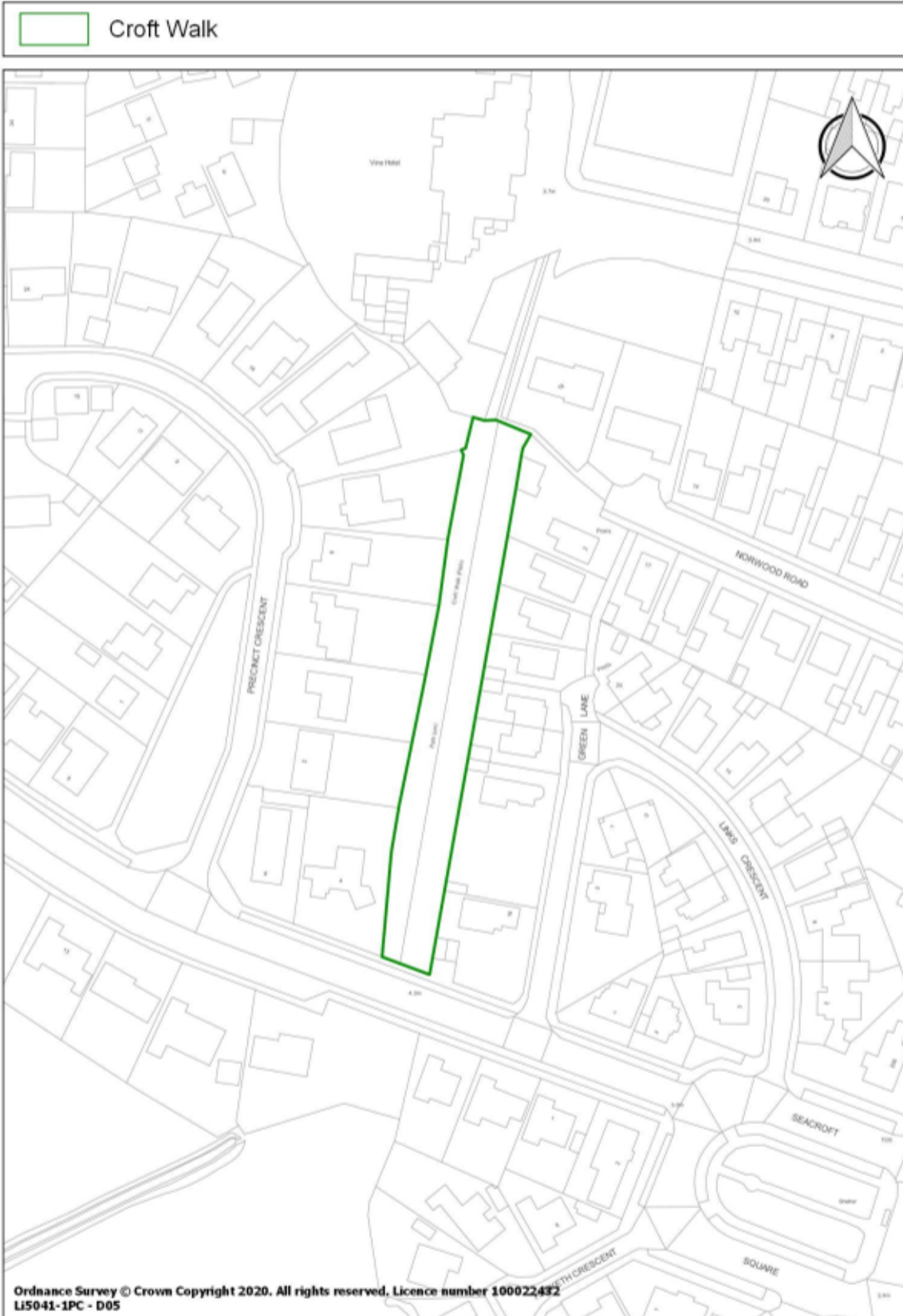
**Vine, Coronation and Croft Walks**

12.19 Vine and Coronation Walk is a 1,255m linear tree-lined walk with mature trees, leading from Richmond Drive in the west (entering at side of 61 Richmond Drive opposite Richmond Caravan Park) to Drummond Road in the east (entering between 104 and 106 Drummond Road). A 329m spur (Croft Walk) passes south halfway down Vine Walk through the car park of the Vine Hotel to Seacroft Drive. The main footpath is tarmac although the spur south of the Vine Hotel is unmade. Vine Walk has six bins and benches which the Town Council already maintain. Coronation Walk has two bins.



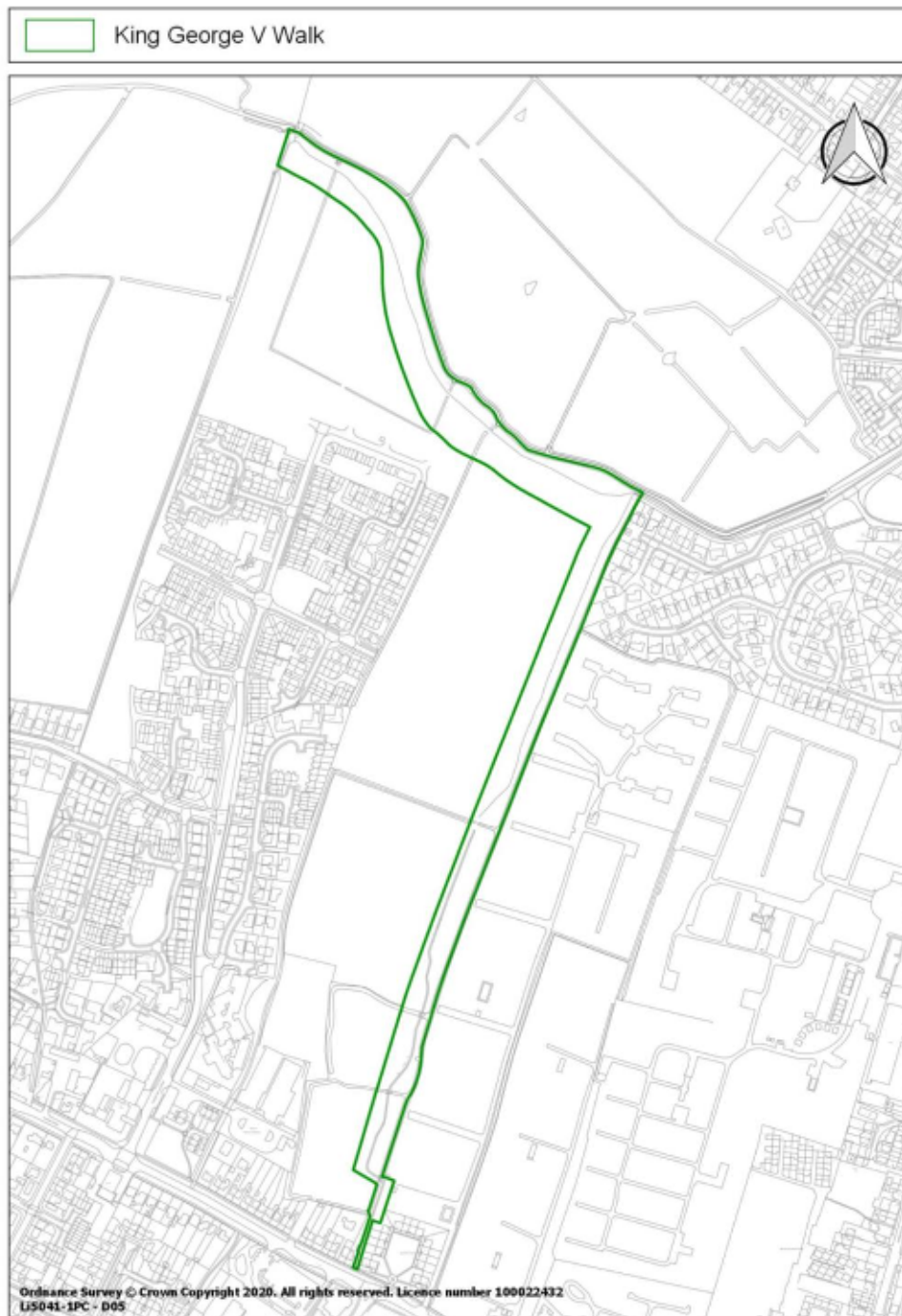






### King George V Walk

12.20 King George V Walk is a 1,400m linear tree-lined walk running northwards from Burgh Road, starting alongside the western edge of Elizabeth Grove opposite Skegness Retail Park. At 900m along the path, where the path turns left, a short link path to the right of 300m brings you out to West Way Triangle on Roman Bank. At the end of the walk a public footpath across fields of 280m links to Church Lane at the western edge of Winthorpe by the Church and Public House. The walk comprises 500m of tarmac path along with trees, hedges and dykes. The site has three bins and five benches.



### 13.0 SITE ALLOCATIONS

- 13.1 The following sites, as defined on the accompanying Neighbourhood Plan Policies Map, are allocated for development for the uses identified below. Applications for development of the type(s) identified in the below table would be supported subject to compliance with the policies in this Neighbourhood Plan and other adopted policies contained within the ELDC Local Plan.
- 13.2 Where sites are being developed for affordable residential use, in accordance with current national policy, 25% of all affordable housing units delivered through planning obligations are required to be First Homes.

Allocation Reference	Site Name / Location	Allocated Use(s)
NDP1	ELDC Council Offices, North Parade	Leisure, tourism and/or community use <b>OR</b> Affordable residential use
NDP2	Skegness Fire Station and 8no. 'Firemen' houses, Churchill Avenue	Employment use <b>OR</b> Affordable residential use
NDP3	Skegness Household Waste Recycling Centre, Warth Lane	Employment use <b>OR</b> Affordable residential use



**Policy NDP1: Site Allocation, ELDC Council Offices, North Parade**

The ELDC Council Offices site is identified on the Neighbourhood Plan Policies Map as Site NDP1 and is shown on the red line boundary plan below.



Applications for

- Leisure, tourism and/or community use  
**OR**
- Affordable residential use

on this site will be supported provided the following criteria are met:

- Adequate on-site parking provision must be provided in accordance with Policies INF2 to INF8.
- Proposals for new community facilities must meet the requirements of Policy C2.

- Where the existing buildings are to be re-used for affordable residential accommodation, the requirements of Policy H1 must be met.
- Development will need to demonstrate that it satisfies the Sequential and Exception Test as set out in Annex 2 of the Core Strategy Local Plan and all relevant development will need to provide adequate flood mitigation.
- A Transport Assessment and Travel Plan are required to identify the impact of any proposed development on the existing highway network. These should be undertaken in accordance with guidance from Lincolnshire County Council and take into account any junction/access improvements, pedestrian crossing points and changes to local direction signage that may be required on North Parade and Park Avenue.
- A Heritage Assessment is required to demonstrate any impacts on the building itself (as a heritage asset) and the nearby Skegness Esplanade and Tower Gardens (Registered Park and Garden) and their settings.
- Internal layout and geometric design for residential purposes should be in line with Lincolnshire County Council's Development Design and Sustainable Drainage Guide (or any successor publications).
- A Drainage Strategy should be provided that accords with sustainable urban drainage principles. Drainage design needs to take into account climate change by allowing for an expected increase in the volume of rainfall, when assessing the storage and conveyance requirements for the application site. The evidence submitted with planning applications for major development on this site will also need to include the following:
  - Flood Risk Assessment or statement
  - Drainage Strategy including adoption and/or maintenance proposals and sketch layout plans
  - Detailed development layout showing surface water drainage infrastructure
  - Detailed Hydraulic calculations
  - Geotechnical interpretive reports (infiltration assessment, groundwater table etc.)
  - Discharge and adoption agreements showing surface water drainage infrastructure

**Policy NDP2: Site Allocation, Skegness Fire Station and 8no. Firemen Houses, Churchill Avenue**

The Skegness Fire Station and 8no. Firemen Houses site is identified on the Neighbourhood Plan Policies Map as Site NDP2 and is shown on the red line boundary plan below.



**Applications for**

- Employment use (Class E(g))  
**OR**
- Affordable residential use

on this site will be supported provided the following criteria are met:

- Adequate on-site parking provision must be provided in accordance with Policies INF2 to INF8.

- Where the existing buildings are to be re-used for affordable residential accommodation, the requirements of Policy H1 must be met.
- Development will need to demonstrate that it satisfies the Sequential and Exception Test as set out in Annex 2 of the Core Strategy Local Plan and all relevant development will need to provide adequate flood mitigation.
- A Transport Assessment or Transport Statement is prepared to identify the impact of any proposed development on the existing highway network. These should be undertaken in accordance with guidance from Lincolnshire County Council and take account of any highway network improvements that may be required, including Traffic Regulation Orders on Churchill Avenue.
- Internal layout and geometric design for residential purposes should be in line with Lincolnshire County Council's Development Design and Sustainable Drainage Guide (or any successor publications).
- A Drainage Strategy should be provided that accords with sustainable urban drainage principles. Drainage design needs to take into account climate change by allowing for an expected increase in the volume of rainfall, when assessing the storage and conveyance requirements for the application site. The evidence submitted with planning applications for major development on this site will also need to include the following:
  - Flood Risk Assessment or statement
  - Drainage Strategy including adoption and/or maintenance proposals and sketch layout plans
  - Detailed development layout showing surface water drainage infrastructure
  - Detailed Hydraulic calculations
  - Geotechnical interpretive reports (infiltration assessment, groundwater table etc.)
  - Discharge and adoption agreements showing surface water drainage infrastructure



**Policy NDP3: Site Allocation, Skegness Household Waste Recycling Centre, Warth Lane**

The Skegness Household Waste Recycling Centre site on Warth Lane is identified on the Neighbourhood Plan Policies Map as Site NDP3 and is shown on the red line boundary plan below.



Applications for:

- Employment use that can be carried out in a residential area without detriment to its amenity (Use Class E(g))  
**OR**
- Affordable residential use

on this site will be supported provided the following criteria are met:

- Adequate on-site parking provision must be provided in accordance with Policies INF2 to INF8.
- Development will need to demonstrate that it satisfies the Sequential and Exception Test as set out in Annex 2 of the Core Strategy Local Plan and all relevant development will need to provide adequate flood mitigation.
- A Transport Assessment or Transport Statement is prepared to identify the impact of any proposed development on the existing highway network. These should be undertaken in accordance with guidance from Lincolnshire County Council and take account of any highway network improvements that may be required.
- Access from Warth Lane must meet minimum visibility requirements.
- Internal layout and geometric design for residential purposes should be in line with Lincolnshire County Council's Development Design and Sustainable Drainage Guide (or any successor publications).
- A Drainage Strategy should be provided that accords with sustainable urban drainage principles. Drainage design needs to take into account climate change by allowing for an expected increase in the volume of rainfall, when assessing the storage and conveyance requirements for the application site. The evidence submitted with planning applications for major development on this site will also need to include the following:
  - Flood Risk Assessment or statement
  - Drainage Strategy including adoption and/or maintenance proposals and sketch layout plans
  - Detailed development layout showing surface water drainage infrastructure
  - Detailed Hydraulic calculations
  - Geotechnical interpretive reports (infiltration assessment, groundwater table etc.)
  - Discharge and adoption agreements

## PART 3: DELIVERING THE PLAN



## 14.0 IMPLEMENTATION

- 14.1 The Skegness Neighbourhood Plan will be implemented by a number of bodies including East Lindsey District Council (the local planning authority) and Lincolnshire County Council.
- 14.2 The Neighbourhood Plan will be used to frame Skegness Town Council's responses to submitted applications for development in the town. Skegness Town Council will be proactive in responding to East Lindsey District Council detailing any relevant policy considerations for a particular application. Responses will highlight any conflicts with the Neighbourhood Plan, any deficiencies that may arise from the proposed development, and any appropriate mitigation measures that should be secured by way of planning agreement or conditions.
- 14.3 The NPPF requires that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. Where applications for proposed development accord with the principles of this Neighbourhood Plan and other relevant Local Plan and national policies, East Lindsey District Council should work proactively with applicants to secure the most sustainable outcome.
- 14.4 The Skegness Neighbourhood Plan will be delivered through landowners and applicants bringing forward development proposals in the positive context provided by the policies of the Plan, including its allocation of specific land for new development. Based on the information available at the time of preparing the Plan, the sites allocated in the Plan have been assessed and are considered to be deliverable and have no identified overriding constraints.
- 14.5 As well as informing the Town Council's response to planning applications, the Town Council will also use the Plan as the basis for its strategy and approach to delivering or securing public and private investment in the Town's infrastructure, including through the Town's Fund. The Town Council will work together with East Lindsey District Council, Lincolnshire County Council, the Greater Lincolnshire LEP and other agencies as appropriate, to secure funding for infrastructure improvements including improving pedestrian access and wayfinding throughout the town, public realm and transport infrastructure improvements.



## 15.0 MONITORING AND REVIEW

### a) Neighbourhood Plan Monitoring

- 15.1 As the Qualifying Body, Skegness Town Council will closely monitor the implementation of the Neighbourhood Plan, once it has been formally adopted as part of the statutory development plan. The Town Council will work closely with East Lindsey District Council to monitor and record the progress of delivery of development on those sites allocated in this Plan. This will enable the Town Council to monitor and review the progress of delivering the Plan and have regard to this in informing their future local priorities.
- 15.2 The Town Council will review and reflect on the town's infrastructure requirements having regard to the efficacy of improvements secured and delivered through the Neighbourhood Plan.
- 15.3 The Town Council will monitor and record the loss of any facilities which this Plan seeks to safeguard (i.e. local green spaces, public car parks, community facilities, serviced visitor accommodation). This record will be used to inform both the Town Council's response to future planning applications, the future approach to provision of any new facilities within the town and future revisions to the Neighbourhood Plan.
- 15.4 It is good practice to actively monitor plans and their effects in order to understand what progress has been made towards delivering the key policy objectives. Where the intended progress has not been made, or objectives are unlikely to be met, this should trigger a review of the plan or a particular policy to understand why it is not being effective.
- 15.5 The table below sets out a series of basic indicators and targets which will be monitored by the Town Council over the Neighbourhood Plan period up to 2031.

Indicator	Relevant Policies	Neighbourhood Plan Target
Employment	E1, E2, E3	Year-on-year net increase in the amount of employment floorspace (Use Classes E(c), E(g), B2 and B8) within the town
Education	E4	A net increase in the number of education establishments or training facilities within the town
Visitor accommodation	V1, V2, V3	A net increase in the number of 3 and 4 star-rated serviced tourist accommodation facilities within the designated Serviced Holiday Accommodation Areas
Retail	TC1, TC2, TC3, D2	% reduction in vacant units within the defined Primary Shopping Frontages in the Town Centre
Sustainable transport	INF1, INF2, INF6, INF7, INF8	% increase in the proportion of trips to/from Skegness Town Centre taken by sustainable modes of transport (including active travel modes and public transport)

Affordable housing	H1, H2, D3	Year-on-year increase in the number of affordable housing units delivered within Skegness
Older persons accommodation	H3	Year-on-year increase in the number of units delivered to meet the needs of older people within Skegness
Community facilities	C1, C2, C3	Net increase in the number of community facilities within Skegness
Green spaces	D4	No net loss of designated Local Green Spaces within Skegness
Built environment	D1, D2, D3, TC3, H2	Qualitative improvement in the quality and design of the built environment within the town

15.6 Given the limited resources at the Town Council's disposal, these indicators are limited in number and focused around the key objectives set out at the start of the plan. Where possible and available, the Town Council will utilise monitoring information collected by East Lindsey District Council, the Lincolnshire Research Observatory or the Greater Lincolnshire LEP, or data collected nationally through the Census.

15.7 Monitoring information will be made available on the Town Council website.

**b) Reviewing the Plan**

15.8 It is intended that a review of the Neighbourhood Plan will be undertaken 5 years following its initial adoption with a view to identifying any individual policies that may require updating or whether a new Neighbourhood Plan is required.

15.9 It may also be necessary to review components of the plan to take into account significant future changes to national planning policy and changes to other components of the Development Plan.

15.10 A future Steering Group will be established towards the end of the plan period by the Town Council to review and prepare a new or updated Neighbourhood Plan when appropriate.

## APPENDIX 1 LIST OF NEIGHBOURHOOD PLAN POLICIES

Policy Reference	Policy Title	Relevant ELDC Core Strategy Policy
<b>Employment, Education and Skills</b>		
E1	Starter Business Floorspace	SP21
E2	New Employment Floorspace	SP17, SP21
E3	Redevelopment of Employment Sites for Other Uses	SP17, SP20, SP21
E4	New Education Uses	SP28
<b>Tourism and Visitor Economy</b>		
V1	Tourism and Visitor Economy	SP11, SP17, SP19, SP20, SP21
V2	Loss of Visitor Accommodation	SP19
V3	Applications for Overnight Visitor Accommodation	SP17, SP19
<b>Skegness Town Centre</b>		
TC1	Active Frontages in the Town Centre	SP11, SP14
TC2	Town Centre Upper Floor Developments	SP14, SP18
TC3	Design of Shop Frontages, Foreshore Frontages and Signage	SP10, SP11, SP14
<b>Transport Infrastructure</b>		
INF1	Sustainable Transport	SP22
INF2	Car Parking Provision for New Developments	SP22
INF3	Parking for Service and Delivery Vehicles	SP22
INF4	Disabled Parking Standards for New Developments	SP22
INF5	Motorcycle Parking Standards for New Developments	SP22
INF6	Cycle Parking Standards for New Developments	SP22
INF7	Ultra Low Emission Vehicles (ULEV) Parking Standards and Future Provision	SP22
INF8	Public Car Parking Provision	SP22

Policy Reference	Policy Title	Relevant ELDC Core Strategy Policy
<b>Housing</b>		
H1	Redevelopment of Existing Buildings for Affordable Residential Use	SP7, SP18
H2	Infill Development	SP3, SP10, SP11, SP18
H3	Older Persons Accommodation	SP5
<b>Community, Health and Well-Being</b>		
C1	Existing Community Facilities (Non-Health Related) and Public Spaces	SP10, SP14, SP26
C2	New Community Facilities (Non-Health Related) and Public Spaces	SP10, SP11, SP14, SP26
C3	Community Health Facilities	SP5, SP14
<b>Design and Environment</b>		
D1	Design in New Developments	SP10, SP11, SP23
D2	Design of New Car Parking	SP10
D3	Gateway Sites and Edge of Settlement Development	SP22
D4	Local Green Spaces	SP25, SP26
<b>Site Allocations</b>		
NDP1	ELDC Council Offices, North Parade	
NDP2	Skegness Fire Station and 8no. 'Firemen' houses, Churchill Avenue	
NDP3	Skegness Household Waste Recycling Centre, Warth Lane	





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