

Fotherby (Inset Map 11)

14.57 The western side of Fotherby is in the Wolds AONB. The village has developed principally as a dormitory settlement for Louth and Grimsby and the Council sees the need now to balance any additional residential growth with an appropriate provision of community facilities (Policy REC4).

14.58 To encourage this, the Plan advocates a site (Site A) at Allenby Crescent where amenity open space and play facilities can be provided along with new housing. A development brief will be prepared explaining how such a scheme can best be achieved.

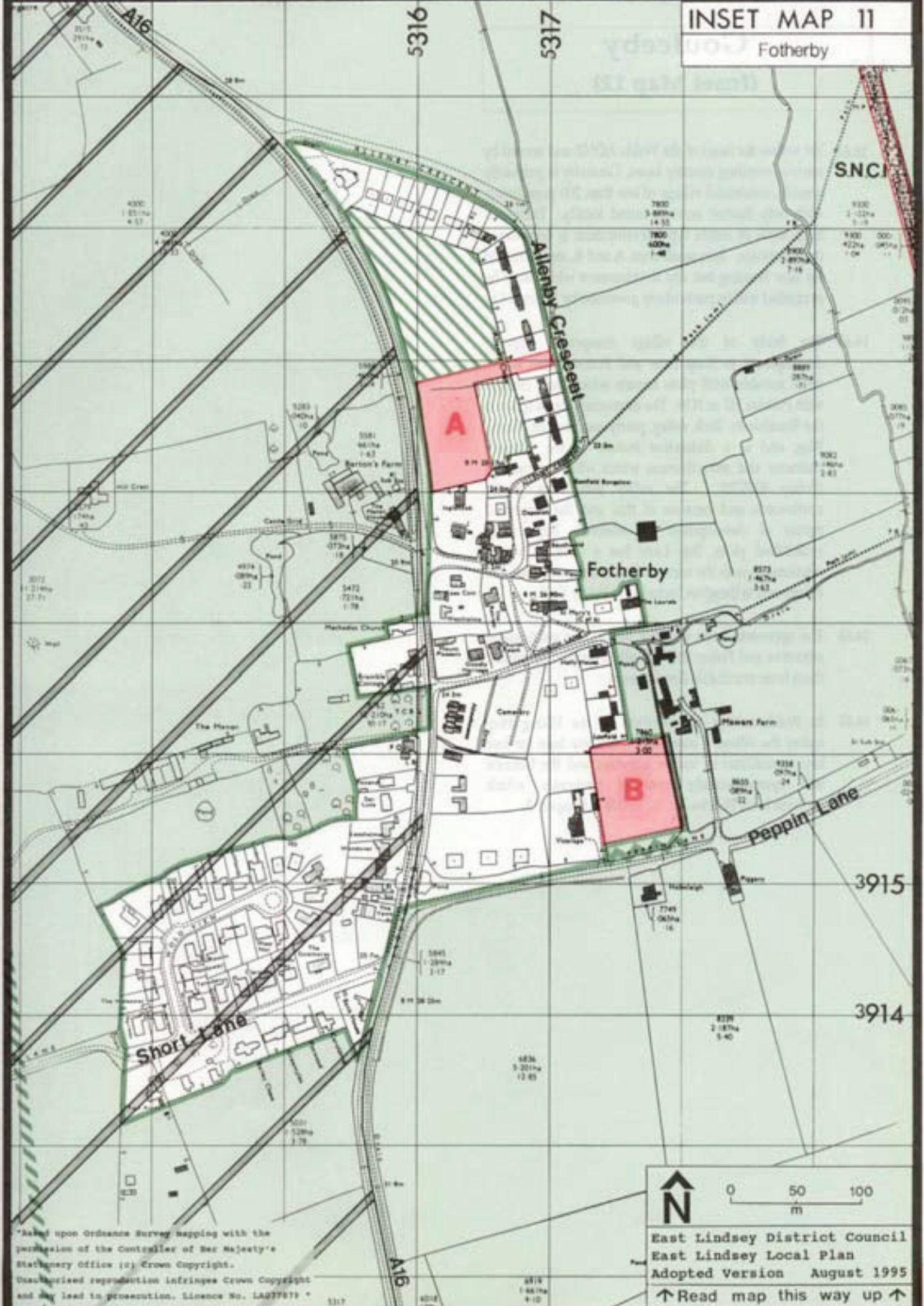
14.59 Housing has developed along Peppin Lane around the former railway line which bears no relation to the main body of the village and the Council feels that any further development here would add to the intrusion into the open countryside. Therefore, the Plan includes this development within the policy DC1 area where stricter development controls apply.

14.60 The by-pass has been approved to the west of the village but the large distance between it and the village together with its location in the AONB reduces any potential for new development as an exception to Policy DC1.

14.61 To support the Council's policy of restricting development proposals which would extend the village into open countryside, the Plan has allocated two sites for housing which would cater for the village's general housing needs until 2001 (Sites A and B).

INSET MAP 11

Fotherby



SNCI

Fotherby

Short Lane

Peppin Lane



0 50 100
m

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Goulceby (Inset Map 12)

14.62 Set within the heart of the Wolds AONB and served by narrow, winding country lanes, Goulceby is primarily a small, residential village of less than 200 population, with only limited services found locally. Therefore, large scale or estate type development is considered inappropriate. Two small sites, A and B, are identified for new housing but any development which may be permitted will be particularly governed by Policy C13.

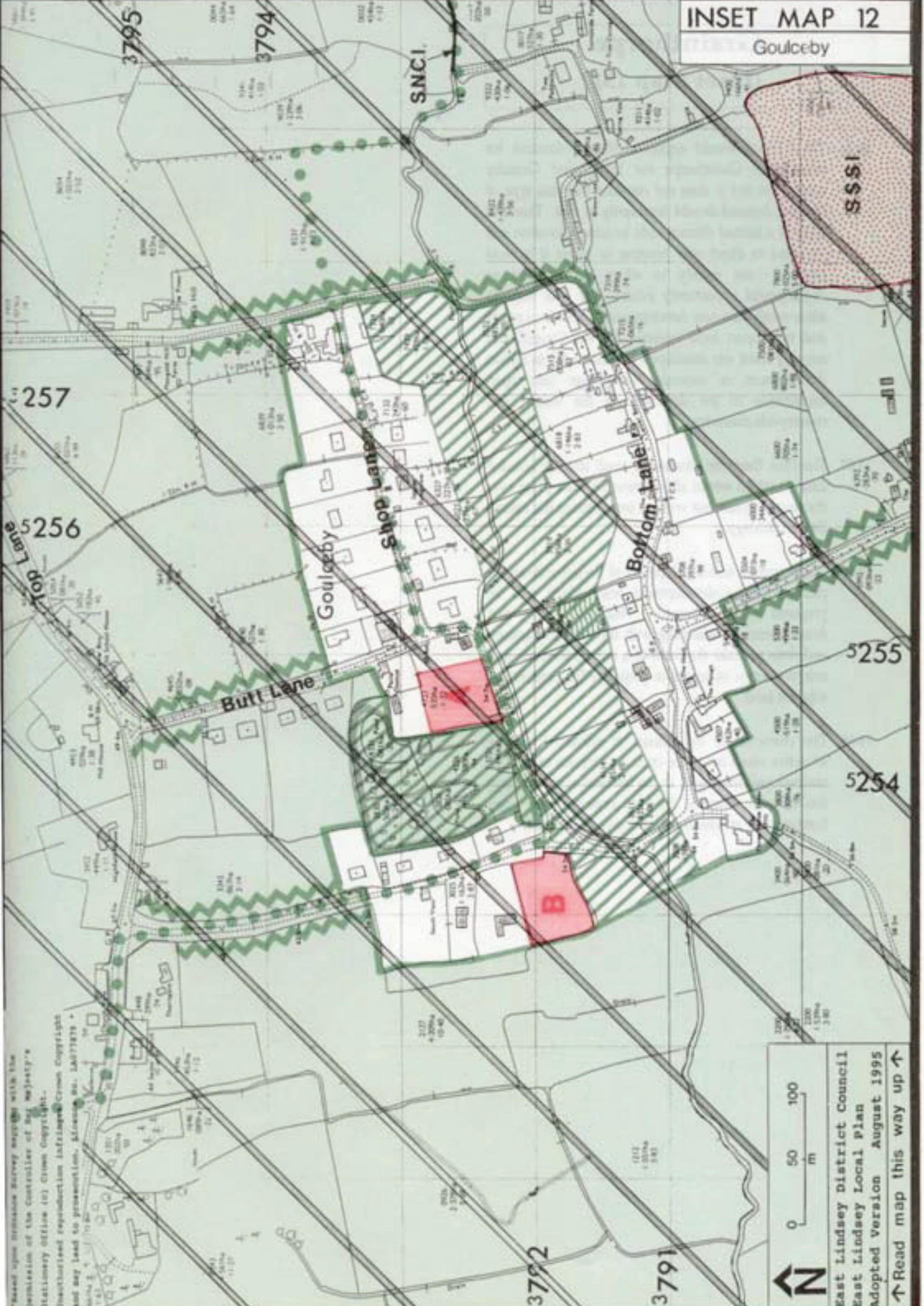
14.63 The body of the village comprises frontage development to Shop Lane and Bottom Lane where some suitable infill plots remain which may comply with Policies H2 or H10. The intervening open space is the Scamblesby Beck valley, partly used by the Viking Way, and is a distinctive feature of the village's character and attractiveness which will be protected (Policy ENV20). The valley side rises gently northwards and because of this and the dispersed nature of development of relatively large, well established plots, Top Lane has a stronger visual relationship with the surrounding countryside than the village and is therefore included in Policy DC1.

14.64 The approach lanes into the village are particularly attractive and Policy ENV20 will be applied to protect them from unsuitable development.

14.65 Its Wolds setting and position on the Viking Way makes the village a potentially attractive base for low key, recreational or visitor activities and the Council will sympathetically consider proposals which conform to its Policies for the Wolds in Chapter 3.

INSET MAP 12

Goulceby



SSSI

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Grainthorpe (Inset Map 13)

14.66 The Council would expect continued demand for housing in Grainthorpe for Louth and Grimsby commuters but it does not consider that this type of housing demand should necessarily be met. This is in view of a limited district-wide housing allocation and the need to direct new housing to where it is most needed - not merely to where the demand or development opportunity exists. The Plan aims to allow small scale new development to meet local needs and to support local facilities but the Council will strongly resist any development which adds to ribbon development or extends the village into open countryside to the detriment of the village and countryside character.

14.67 The Plan therefore allocates a small site for housing (Site A) which would allow growth to take place over the next ten years but without jeopardising the overall District Strategy.

14.68 It is important that development of the site follows the principles of a development brief which will be prepared by the Council. This will ensure that development is in keeping with the village character, and does not take the form of a suburban estate and reserves access so as not to prejudice the potential of adjacent land.

14.69 The character of the village is enhanced by the attractive views out to the open countryside offered by undeveloped frontages. In the interests of maintaining this valuable amenity, the Plan protects those open frontages and spaces from development (ENV20).

INSET MAP 13

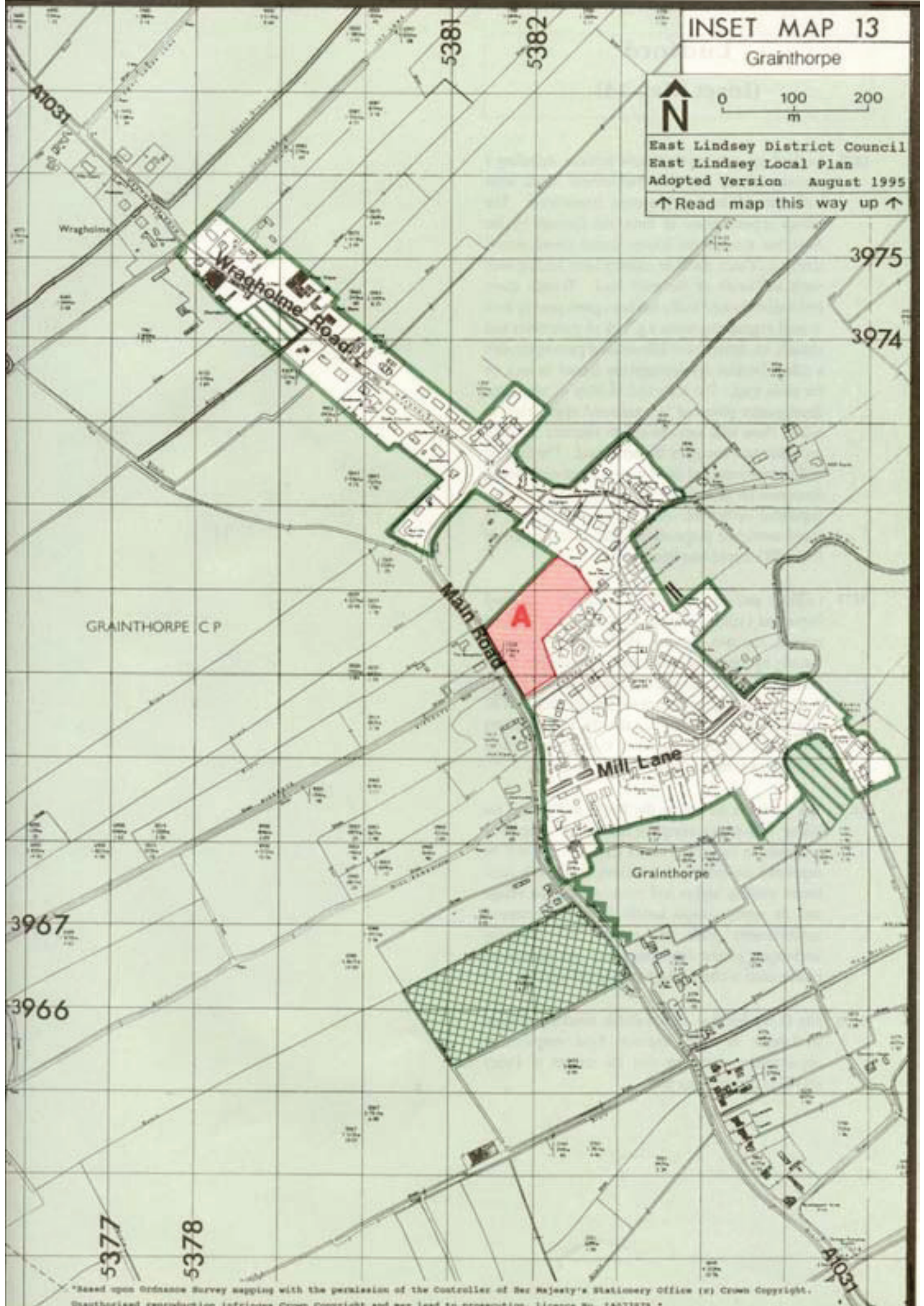
Grainthorpe



0 100 200
m

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GRAINTHORPE C P

Mill Lane

Grainthorpe

Ludford (Inset Map 14)

14.70 Ludford not only has most basic services, including a primary school, but also has several small scale businesses of local employment importance. The village appears linear in form, cut through by the A631, but most of the houses cluster round several short cul-de-sacs, tracks or country lanes leading both north and south off the main road. Though speed limits exist, through traffic has been given priority both in road engineering terms e.g. lack of pavements and visually, i.e. drivers have little sense of passing through a village because development has turned its back on the main road. The scale and location of residential development proposed is considered appropriate to bolster these local services and to reinforce the built up, residential nature of the settlement. The Council will require proposed development to promote visual awareness for drivers that they are passing through a populated settlement. Any traffic management or speed restriction proposals referred to in Policy TR5 should bear this in mind.

14.71 Ludford was originally two settlements - Ludford Parva and Ludford Magna. For historical or cultural reasons, the two separate identities are reinforced visually by the retention of a minimum of open space frontage to act as a divide and the Local Plan reflects this by protecting the open space under Policy ENV20. Housing sites A, B and C, already with planning permission, are easily sufficient to meet the general housing needs for Ludford over the Plan period.

14.72 The village is set within the Wolds AONB and the Viking Way passes along the main road. Therefore, proposals in line with Policies C15, and T18 will be supported for facilities for walkers, small scale rural tourist projects, laybys and picnic areas. The village and its setting would benefit from environmental improvements such as general tree

planting, landscaping of new development and reduction in the proliferation of often makeshift, roadside adverts.

14.73 Site D is identified as a suitable location for rural workshops to help improve local employment opportunities, providing that the criteria of Policy ENV21 in particular are met.

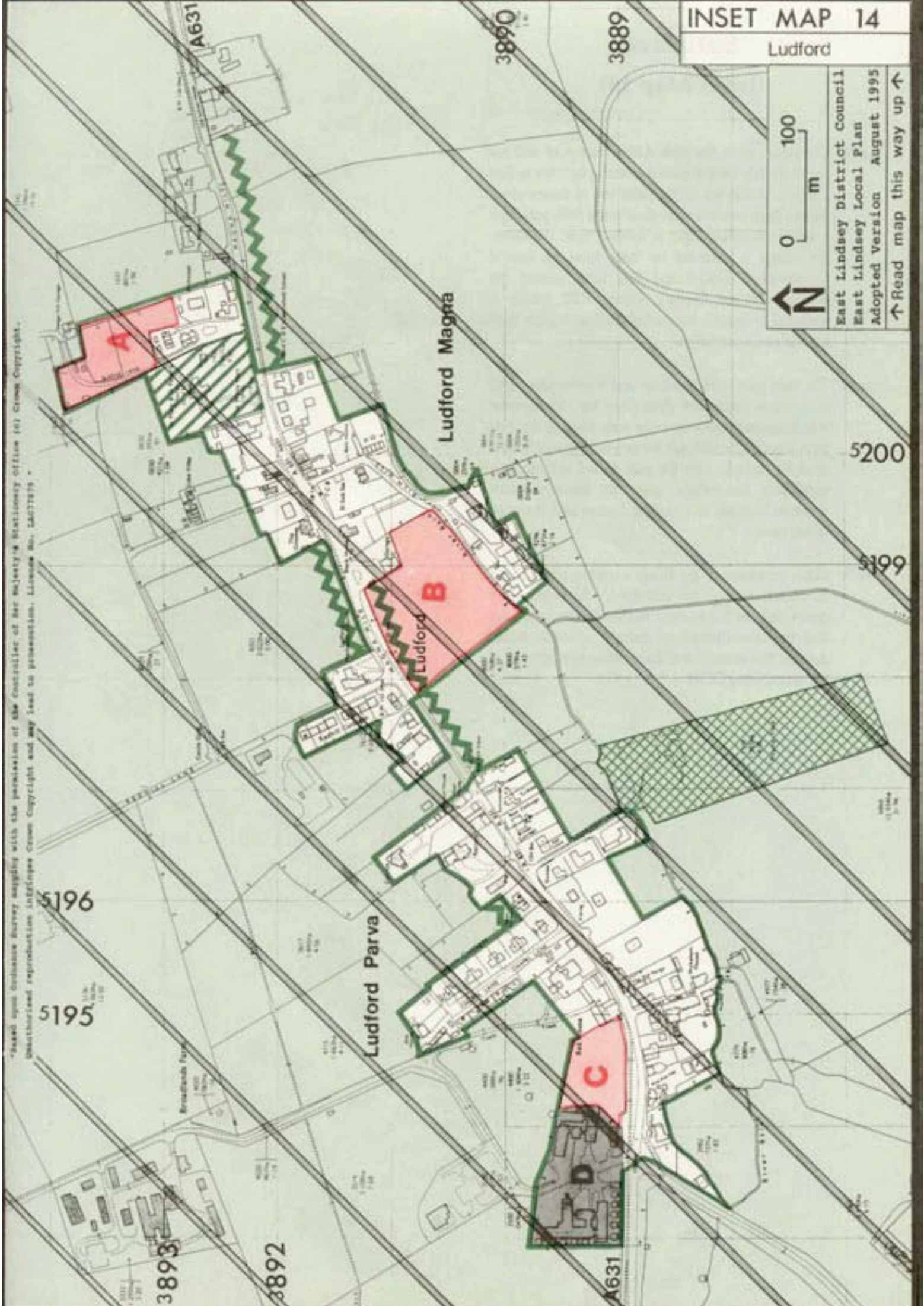
INSET MAP 14

Ludford

0 100 m

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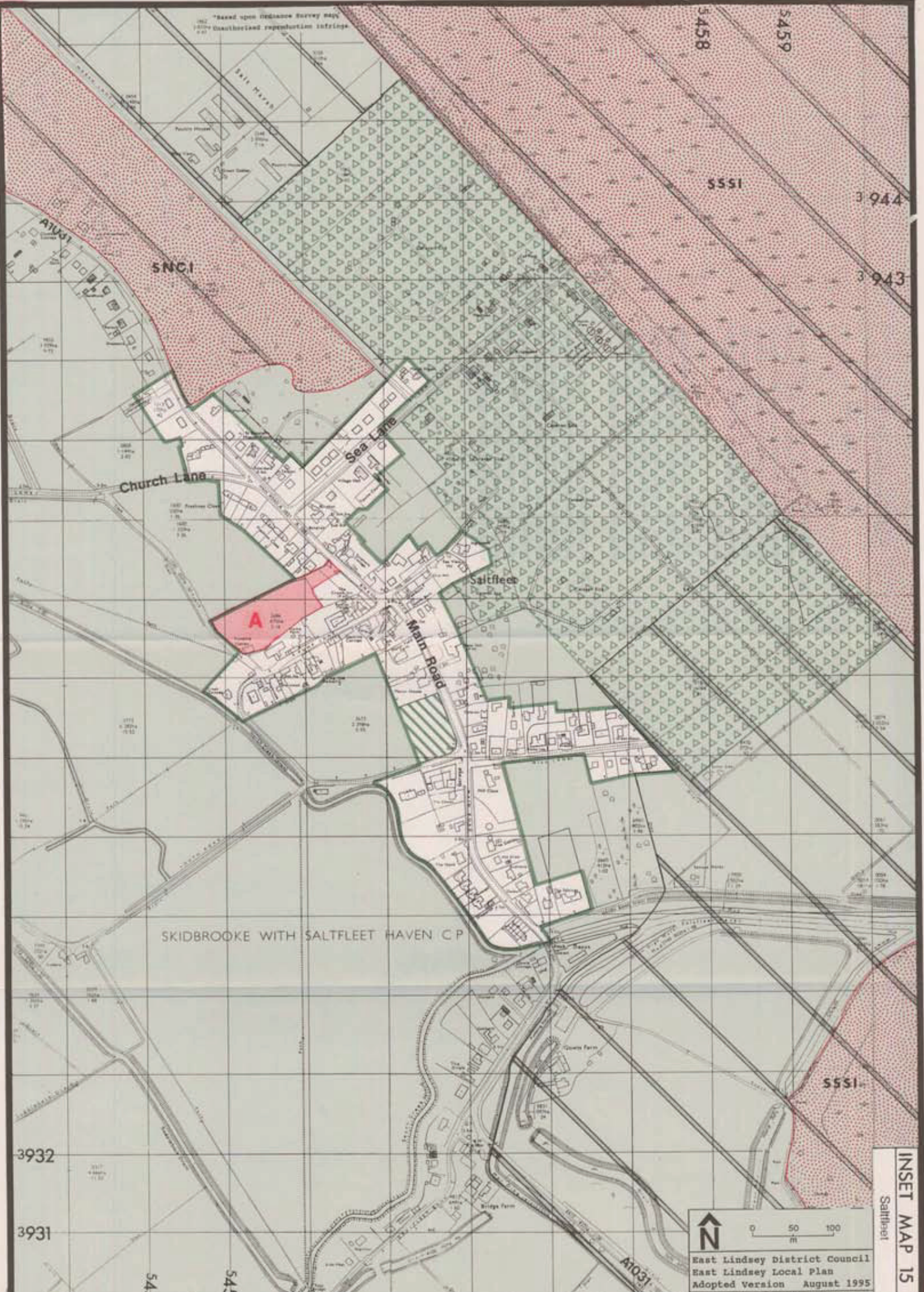
Saltfleet (Inset Map 15)

14.74 The village is on the main A1031 coast road and has one of the few natural coastal mooring facilities in East Lindsey. It also lies on the inner line of dunes which hides a large concentration of caravans (900) making it a significant holiday spot in its own right. However, the village is encircled on three sides by Coastal Conservation Area 1 and this helps protect the National Nature Reserve (Policy C17) which is managed by English Nature and the Lincolnshire Trust for Nature Conservation.

14.75 The tight pattern of buildings and narrow side roads may create significant difficulties for development which requires access on to the main road. A site (Site A) is identified which has the potential to satisfy local need for housing over the plan period without over developing the village, given its environmentally sensitive location, or further intruding in to the open countryside.

14.76 Major expansion of the village's holiday role, beyond its current level is not envisaged. As a secondary centre, Saltfleet has retained much of its rural character and the intensification of holiday activities would damage this amenity and the sensitive environment of the surrounding CCA1.

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SNC1

5458

5459

SSS1

3944

3943

Church Lane

Sea Lane

Main Road

Saltfleet

A

SKIDBROOKE WITH SALT FLEET HAVEN C P

SSS1

3932

3931

545

545

A1031

North arrow pointing up.

Scale bar: 0, 50, 100 meters.

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INSET MAP 15
Saltfleet

Saltfleetby St. Peter (Inset Map 16)

14.77 The Saltfleetbys comprise a series of groups of houses, predominantly located along Mar Dyke. They are spread out over the three and a half miles length of that road with the greatest concentration in Saltfleetby St. Peter. Here, Policy H2 will apply at the eastern end between Oven Mouth Bridge and Three Bridges Lane (Inset Map 16).-

14.78 Half a mile beyond Three Bridge Lane a second group of dwellings, including the Village Hall, on the south side of Mar Dyke East comprises the next largest cluster. Whilst Policy H3 will also provide for limited incremental growth in Saltfleetby All Saints, Policy H4 will apply to the remaining local settlements.

14.79 To enable some growth without encouraging the gradual coalescence of these groups, Site A is identified for housing in Saltfleetby St. Peter on the junction of Ings Lane with Mar Dyke which, along with outstanding permissions including Site B will provide adequate land for general housing needs for the plan period. The need and viability of more local needs housing could be investigated through Policy H5.

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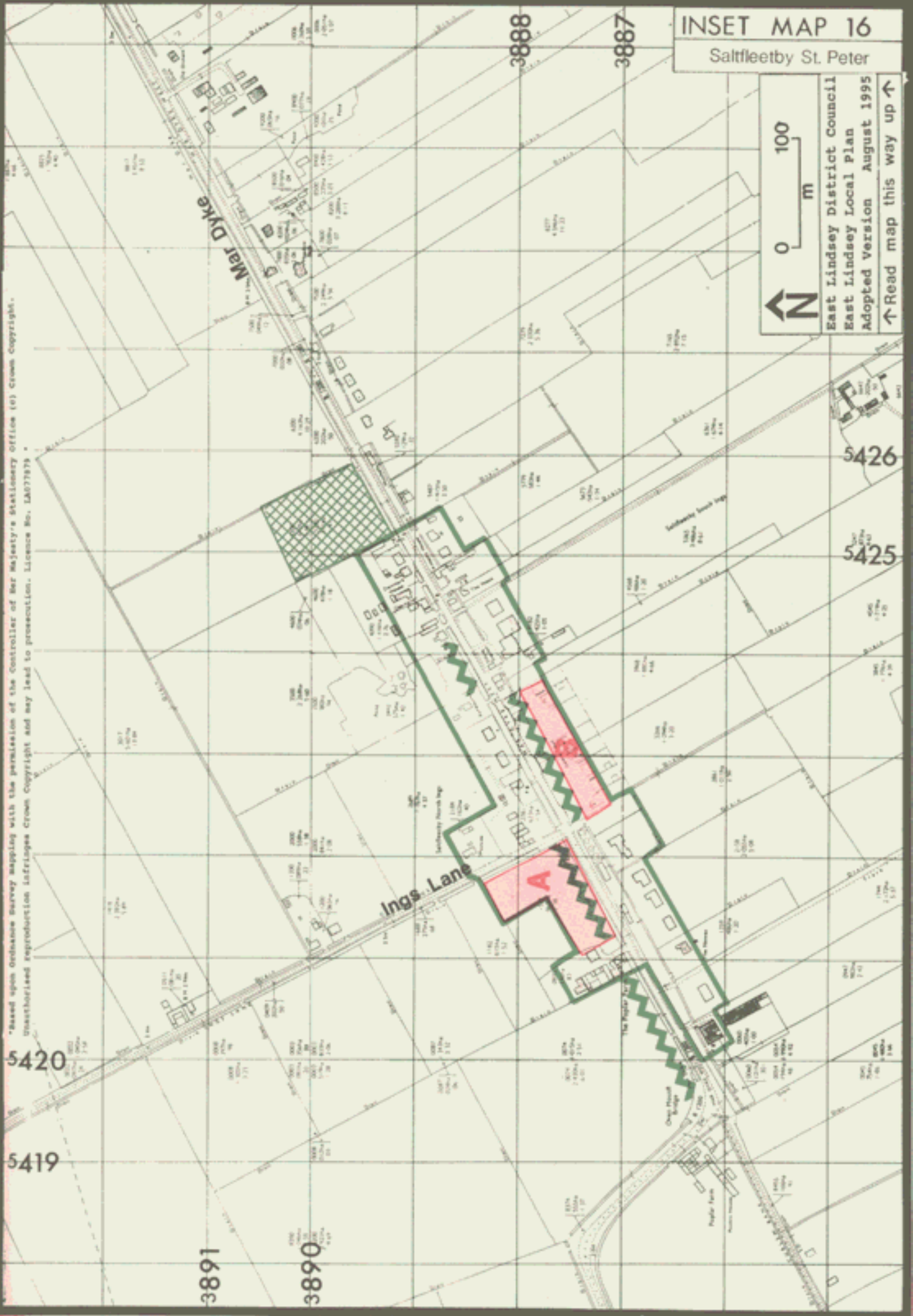
INSET MAP 16

Saltfleetby St. Peter

0 100 m

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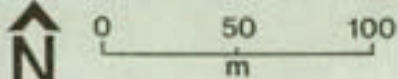
Scamblesby (Inset Map 17)

14.80 Scamblesby is a village where basic services can be found locally, including a primary school. Although the village is just off the main A153 and so has relatively good road and public transport links, the village lanes themselves have largely retained a rural character. Within the village therefore, small scale frontage housing development appropriate to this character will be permitted (Sites A, B and C) under Policy H2. In addition, Scamblesby has the range of facilities and local employment potential to suggest scope for low cost local needs housing under the terms of Policy H5.

14.81 Although not a main village, the Council sees an opportunity for private investment and environmental improvement in suggesting a potential redevelopment site (Site C) in the village under Policy ENV13. Proposals to redevelop at least part of the site for a mix of uses such as light industry, rural workshops, storage or other uses which consolidate employment opportunities, will be favourably considered with potential for a limited amount of housing on the road frontage.

14.82 Further large scale development along Mill Street (a no-through road) would seriously worsen traffic problems and add to service difficulties associated with extended ribbon development. However, some infilling may be permitted under Policy H11. Particularly important here would be the need to preserve the long distance views which give this part of the village its special character. So, proposals which would create two sided ribbon development will not normally be permitted. The route of the Viking Way follows this lane so retention of its rural aspect is particularly important. Policies ENV22, ENV23 and H10, in particular, will be applied in this respect.

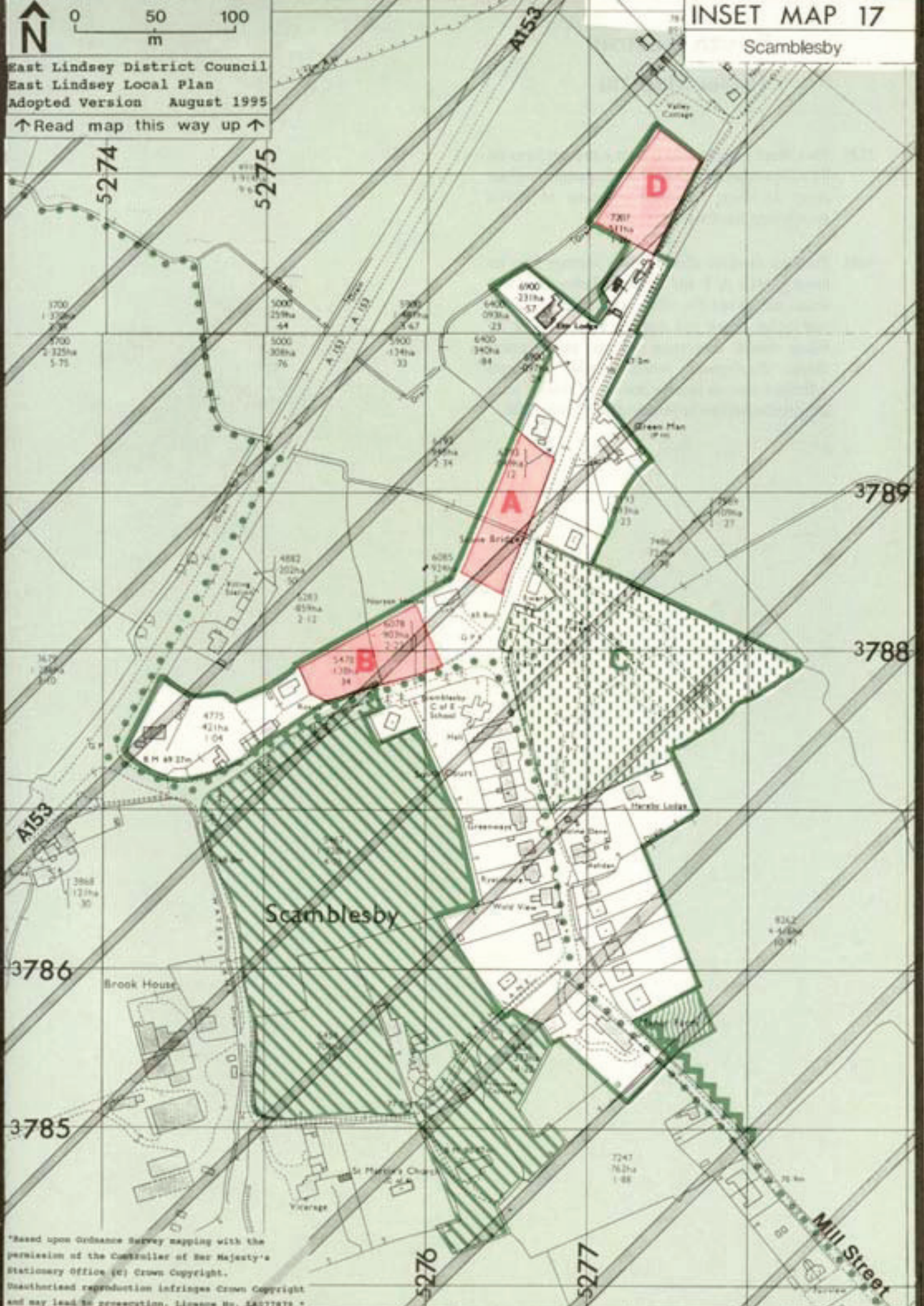
14.83 The village is set in fairly low lying open countryside completely within the Wolds AONB. Therefore the central, elevated paddock and church are notable features contributing to the village form, and local character and will therefore be protected under the conservation policies of Chapter 4.



INSET MAP 17

Scamblesby

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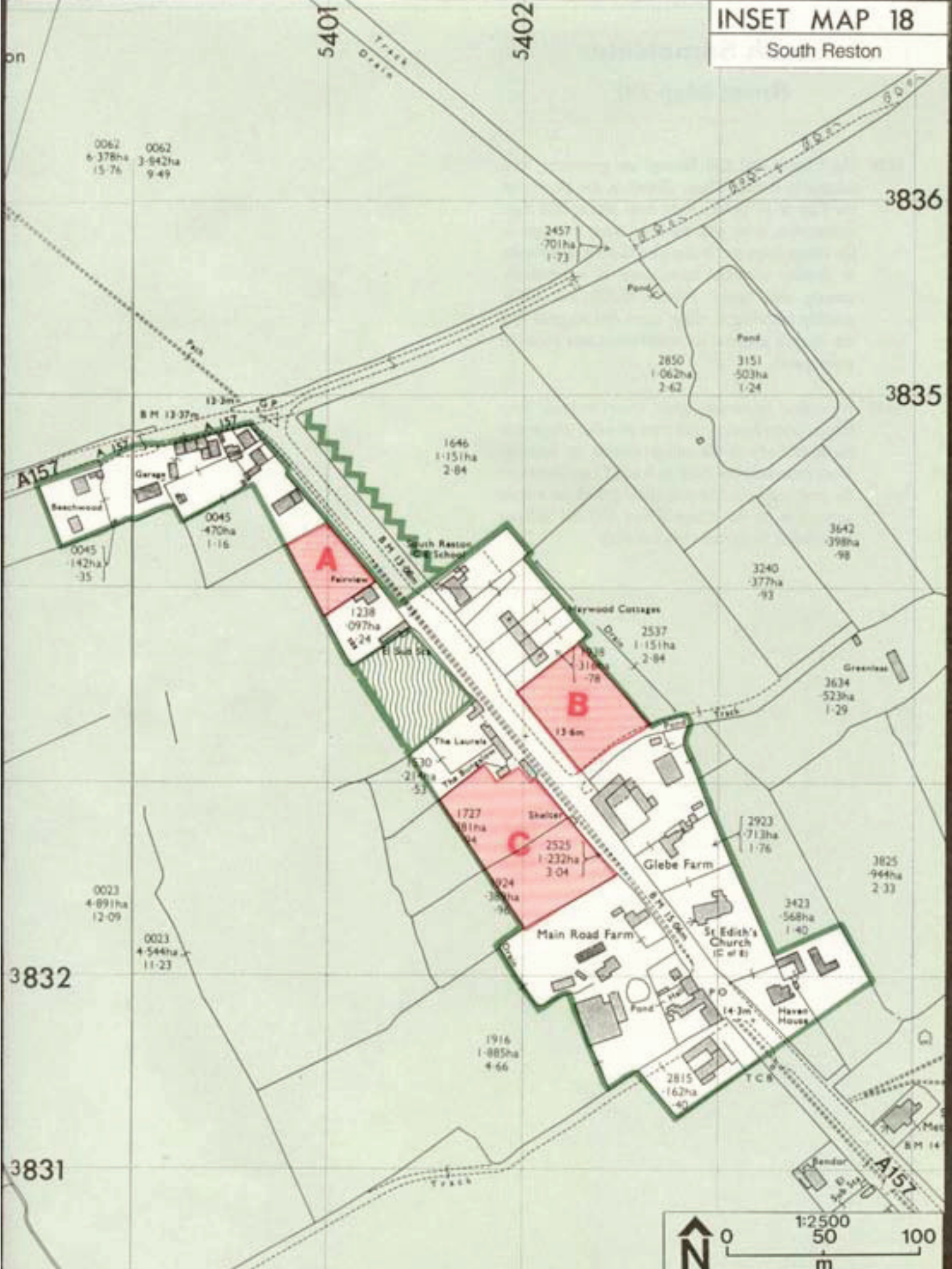
South Reston (Inset Map 18)

14.84 The Council sees the need to form a stronger focus for the village to prevent sporadic development elsewhere along the main road and extension of ribbon development into the countryside.

14.85 The Plan therefore allocates three frontage sites for housing (Sites A, B and C) under Policy H2 which would consolidate the village form near the church and former school and suggests a site suitable for village amenity open space and play area. Further ribbon development which would proliferate individual accesses onto the main A157 holiday route in particular, will not be permitted under Policy H10.

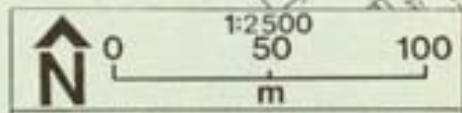
INSET MAP 18

South Reston



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1300
3.170ha
7.83



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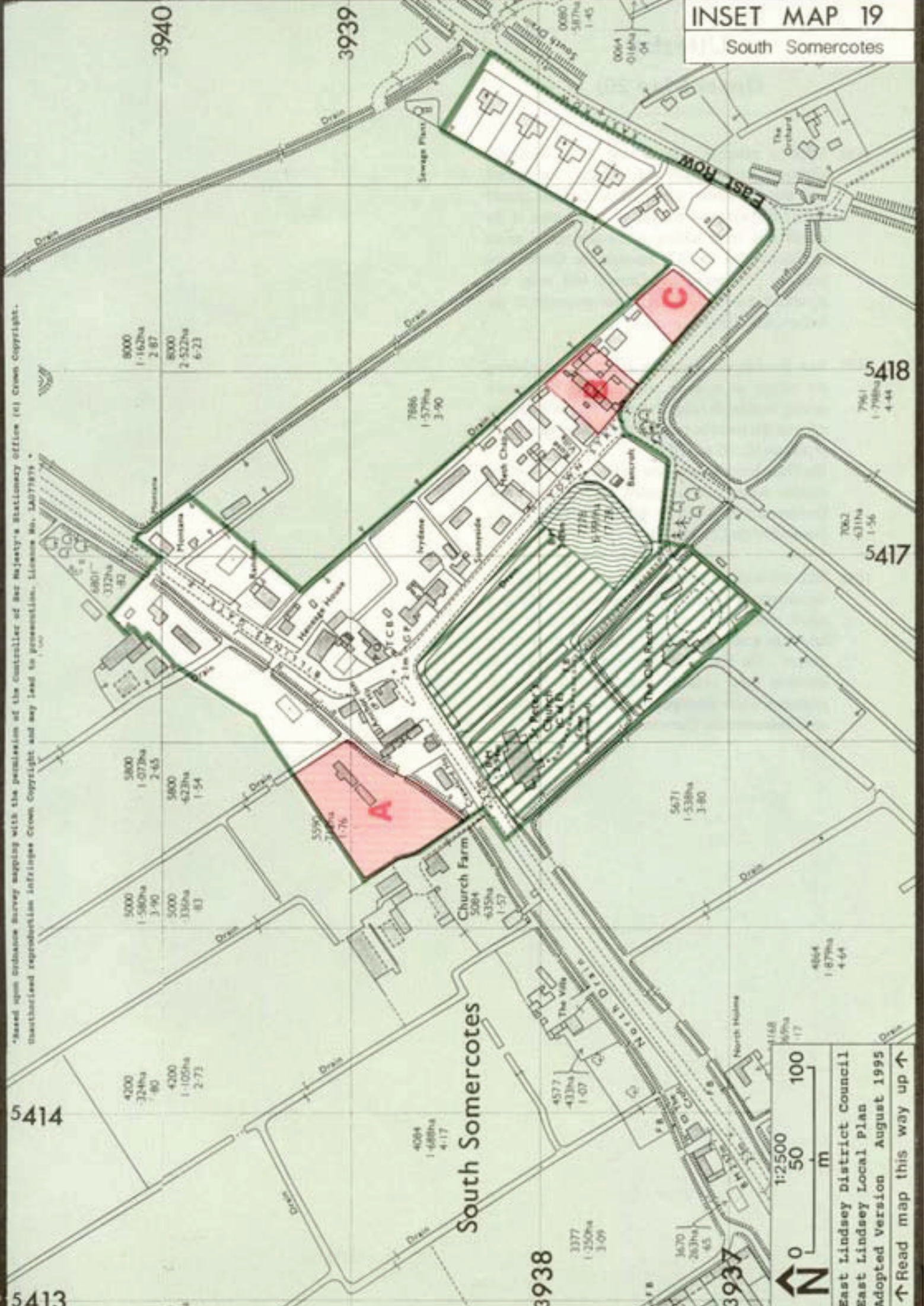
South Somercotes (Inset Map 19)

14.86 The Church and Old Rectory are prominent local landmarks in this village. Therefore, one priority of the Plan is to protect their open setting and their contribution, along with the Town Street frontages, to the village character. It also identifies the opportunity to develop a central open space as a significant amenity area under Policies ENV20 and REC4, possibly including a village green and suggests that the village's potential for conservation area status be investigated.

14.87 With this important open space secured from inappropriate development, there are other sites within the main body of the village suitable for housing. Three preferred sites (Sites A, B and C) are shown on the inset map which would allow growth on a scale appropriate to the village (Policy H2) but without jeopardising the overall district strategy.

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INSET MAP 19
South Somercotes



1:2500

0 50 100 m

North

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Utterby (Inset Map 20)

14.88 Utterby's principal role is one of a commuter settlement serving Louth and Grimsby. The Council feels that any further residential development should respect the setting of the village on the edge of the AONB and avoid adding to the dangerous access conditions onto the A16 through the Church Lane junction. Therefore, the Council will resist any significant residential development proposals to the western side of the A16.

14.89 New development should be aimed at strengthening the village as a more self-sustaining community serving local needs rather than extending its dormitory role and this could be pursued through the application of policies H2, H5 and H10.

The Plan identifies a site (Site A) for housing provided suitable access can be gained from Chapel Lane. Development here will be guided by a Brief to be prepared by the Council.

14.90 With the busy A16 passing through the village, the significance of the roadside open space - both as a visual relief and noise barrier as well as its own landscape quality on the edge of the AONB - is all the greater. The Plan, therefore, under Policy ENV20, identifies these valuable areas of open space for protection where development will not be permitted to spoil their particular character or function.

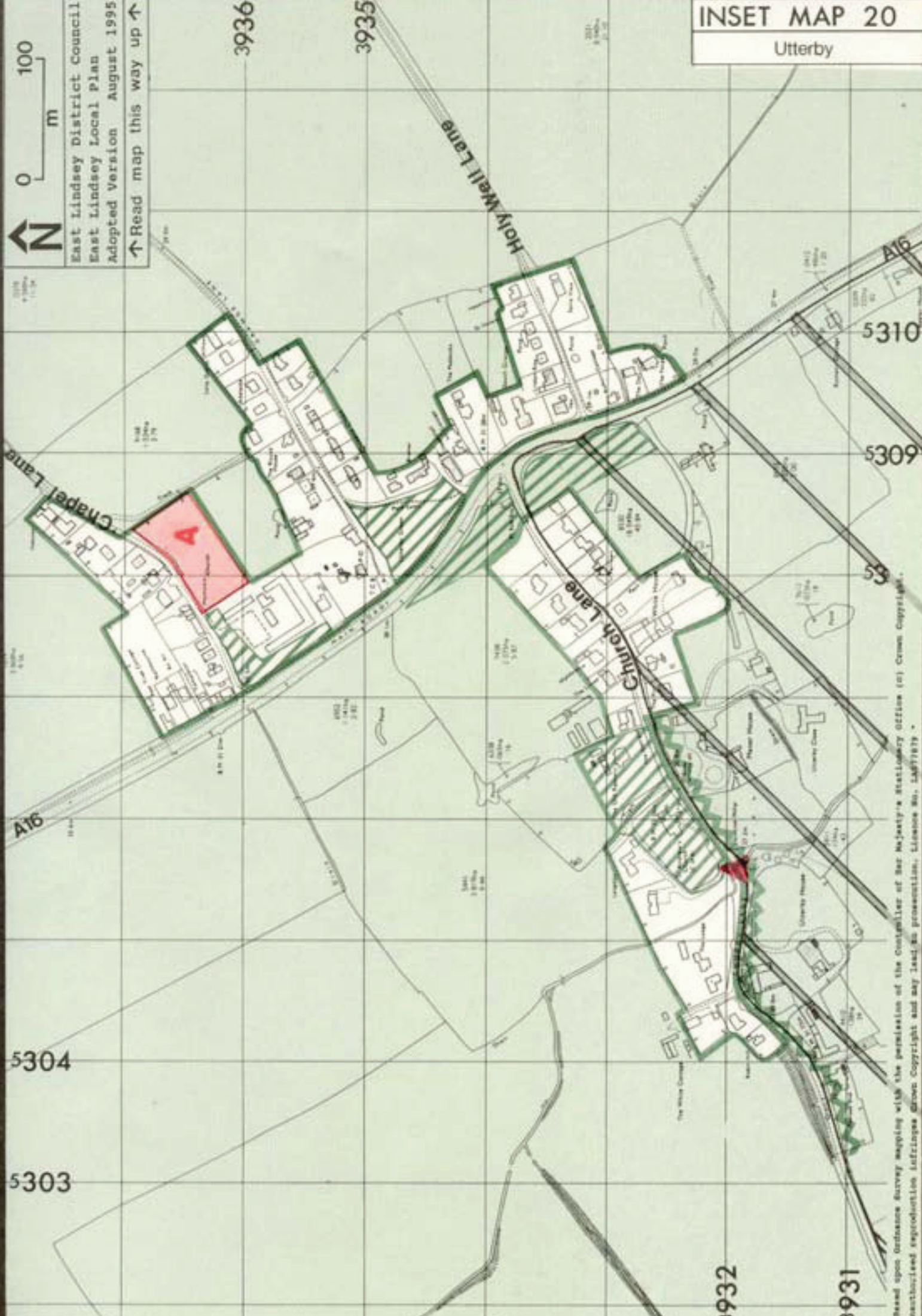
INSET MAP 20

Utterby



0 100 m

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