

LOUTH

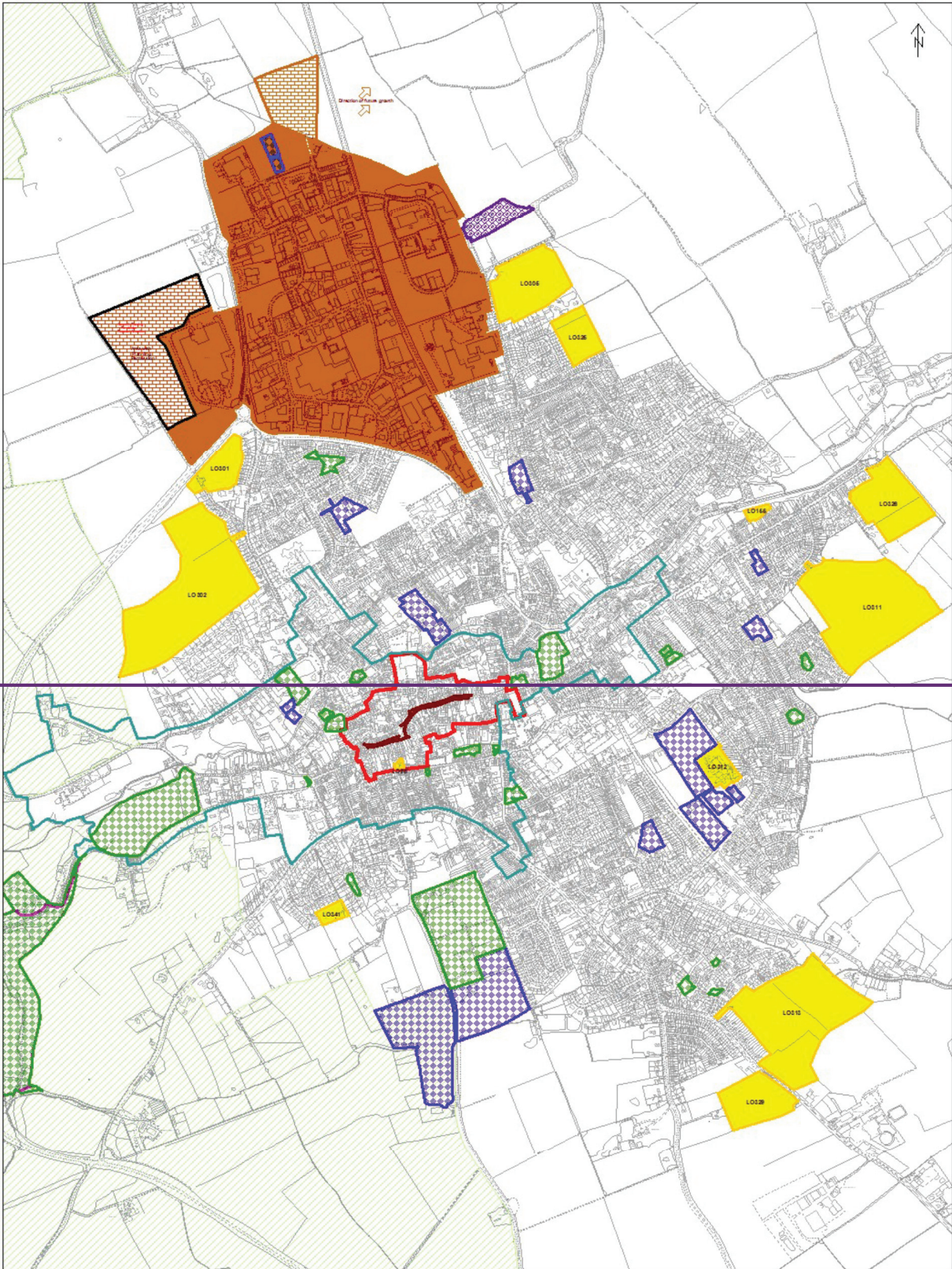
SETTLEMENT	LOUTH
Description of the services and facilities in the settlement –	Louth is the largest of the five inland towns in the District offering a wide range of services and facilities' and providing a hub for surrounding settlements. A market town, it hosts 3 markets a week and in addition to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

	<p>it might in part be a reflection of the 'younger' population and the availability of employment opportunities.</p> <p>Commensurate with the above there is a smaller proportion (29.8%) of households in Louth where the head of the household is over 65 compared to the average of 37.4%.</p>
Employment	<p>The Council has invested significantly in the Fairfield Industrial Estate and it has grown steadily over recent years. In addition to manufacturing businesses such as DS Smith Packaging and Luxus the site houses re-cycling sites, a number of leisure activities and retail uses. The size of business also varies significantly across the site with the majority of businesses falling into the micro and small (SME) categories.</p> <p>There is still sufficient capacity to accommodate employment growth over the plan period but because of the identified highway constraints in Horncastle and the question mark over the ability of any employment land to come forward there, it is proposed to allocated an area of land to the north of the Industrial estate amounting to 5ha with a direction of travel for future growth to the east for further expansion in the future.</p> <p>The main employment sectors in Louth are Wholesale and Retail Trade (Motor Repairs) 18.5%), Health and associated activities (15.1%), Manufacturing (11.5%) and Education (11.0%). In each case the proportions are between 1% and 2% higher than the average.</p> <p>The Census records 7286 people in employment (P/T, F/T and Self Employed), and a significant number of those (1089) were recorded as working outside East Lindsey, with 550 travelling to NE Lincs and 170 to Lincoln.</p>
Town Centre	<p>The Market Place, Mercer Row and Eastgate are at the core of the historic town centre. Although the Market Place hosts a market 3 days a week, the properties around are primarily commercial and the retail element is spread along Mercer Row and Eastgate. The primary shopping frontages are defined in this area.</p> <p>The adjoining side streets and alleyways comprise the secondary shopping area, with Aswell Street in particular being home to restaurants and cafes (A3 uses). Close to the town centre residential properties sit side by side with the typical uses.</p> <p>The town centre boundary is drawn quite closely around the core and the town's main supermarkets are on edge of centre sites. Because of the nature of properties in the town centre - most are small, and many are Listed Buildings - there a few opportunities for major redevelopment.</p> <p>There have been considerable changes in the retail offer in Louth over recent years as the town has responded to trends in the national pattern including a growth in internet shopping. Because of the uncertainty in retailing and the history of small, independent shops in the town it is difficult to predict future needs with any certainty. It is clear however, that if Louth is to maintain its role the relatively short</p>

	protected frontage that supports the 'hardcore' of prime retail offer must be conserved and its distinctive character and retail offer maintained.
Infrastructure	<p>Access. Louth sits on the cross roads of the main north – south road through the District (A16) and the east to west link between Mablethorpe and Lincoln. The A16 provides easy access to Grimsby, like Lincoln a sub-regional centre with the wide range of service associated with a higher order centre including employment opportunities. As part of the strategic road network these roads are also main bus routes with good links in particular to Grimsby.</p> <p>Public transport also provides a round town service in Louth connecting the more distant residential estates to the centre.</p> <p>The transport assessment undertaken for the County Council indicates that future development will not place undue pressure on the road network.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Firsby to Louth Dismantled Railway SNCI, Hubbard's Hills LWS and RIGS</u></p> <p>Water Infrastructure – Louth is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the Water Recycling Centre is red with water resources/supply being green.</p> <p>Education. Louth has 4 'state' primary schools and three secondary schools. Three of the primary schools are identified as having no additional capacity, the 4th, Lacey Gardens, has limited capacity. At secondary level the Grammar School has no capacity, and Cordeaux Academy has limited capacity. There is no issue at the Monks Dyke Tennyson Academy.</p> <p>The Council is working with Lincolnshire County Education Authority to seek to redress these shortfalls using monies from Section 106 Agreements including the possibility of building a new primary school.</p> <p>Health. In addition to the 3 doctors surgeries Louth also retains a small hospital providing a limited range of services in partnership with local GPs.</p>
Further commentary	<p>As the Infrastructure assessment above shows this will require some investment to meet the increased demand for services and both health and education contributions are being sought (via Section 106 Agreements) to respond to that expectation. The Council is also working with the Lincolnshire County Council Education Service during the 5 year review of the Local Plan to try and provide additional primary education capacity in the town.</p> <p>A site on Brackenborough Road is shown on the proposals map at Louth to provide provision for 10 permanent Gypsy and Traveller pitches.</p> <p>As with most of the District green field sites are the basis for most of the allocation, there may be opportunities - through the necessary open space and layout to expand the biodiversity in these areas. Many of them are not widely visible from the public domain and have strong boundary treatments and intervening landscape features, so the impact</p>

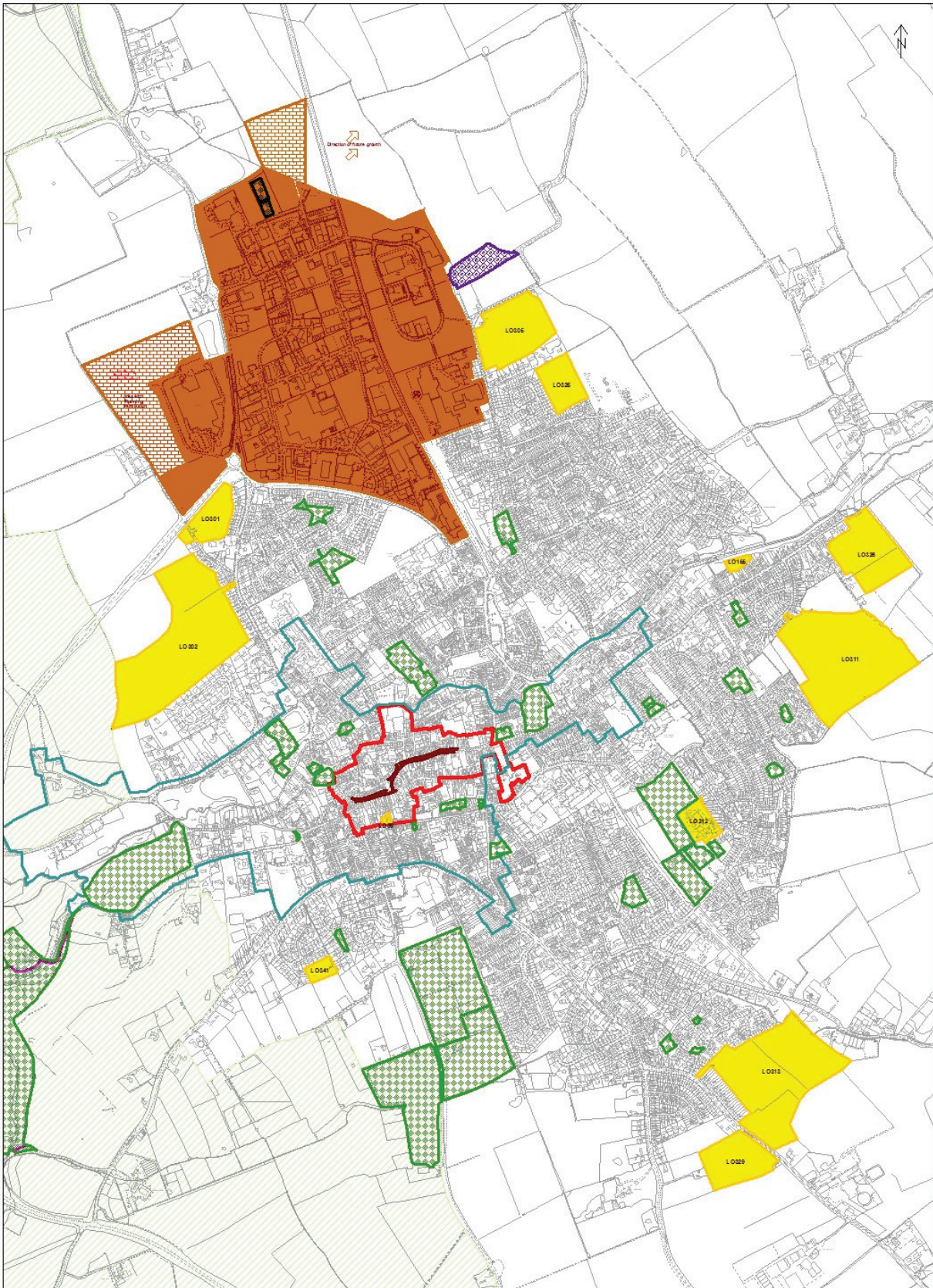
on the wider landscape varies enormously and is not always related to the size of the site.

As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.



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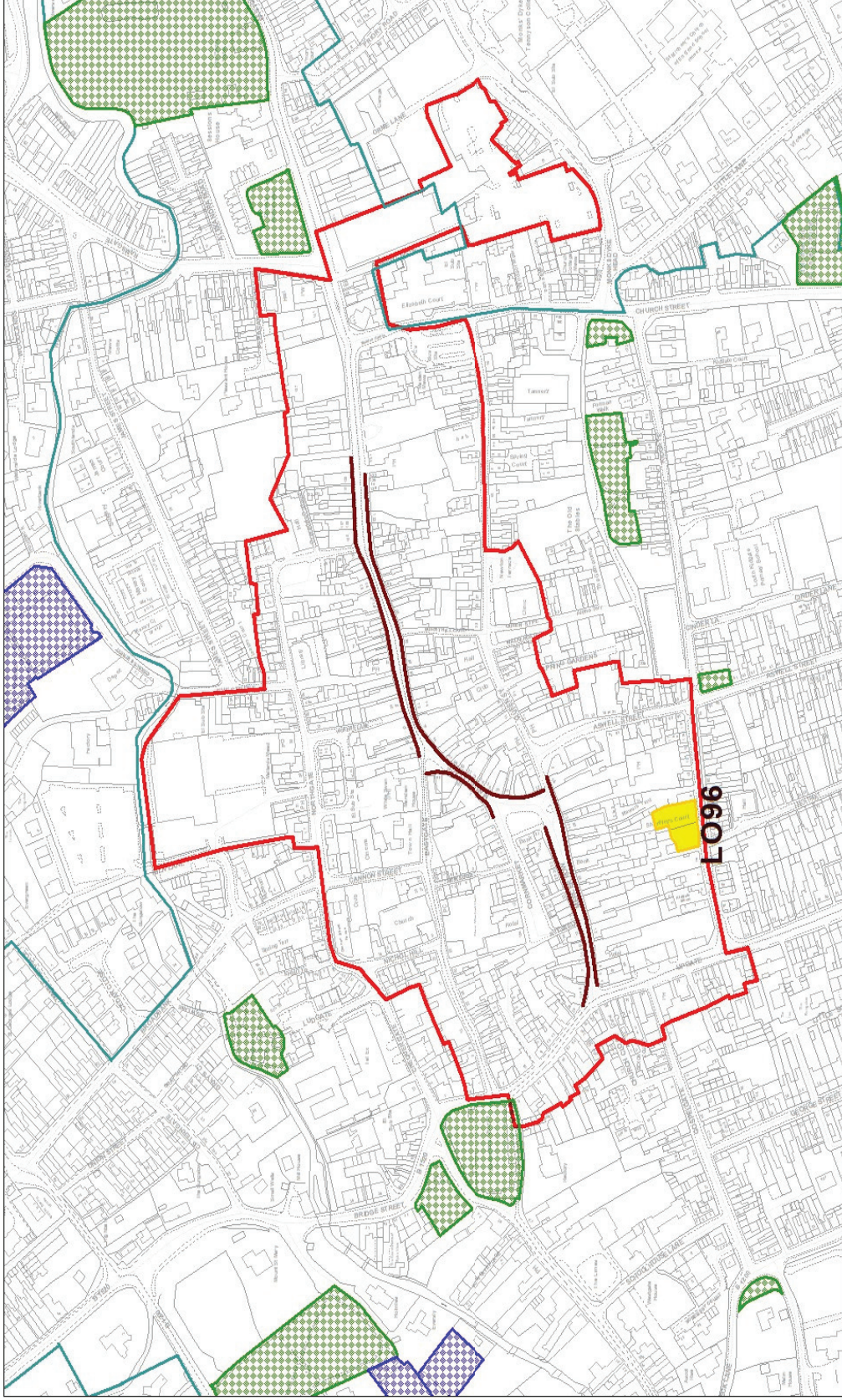
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LOUTH

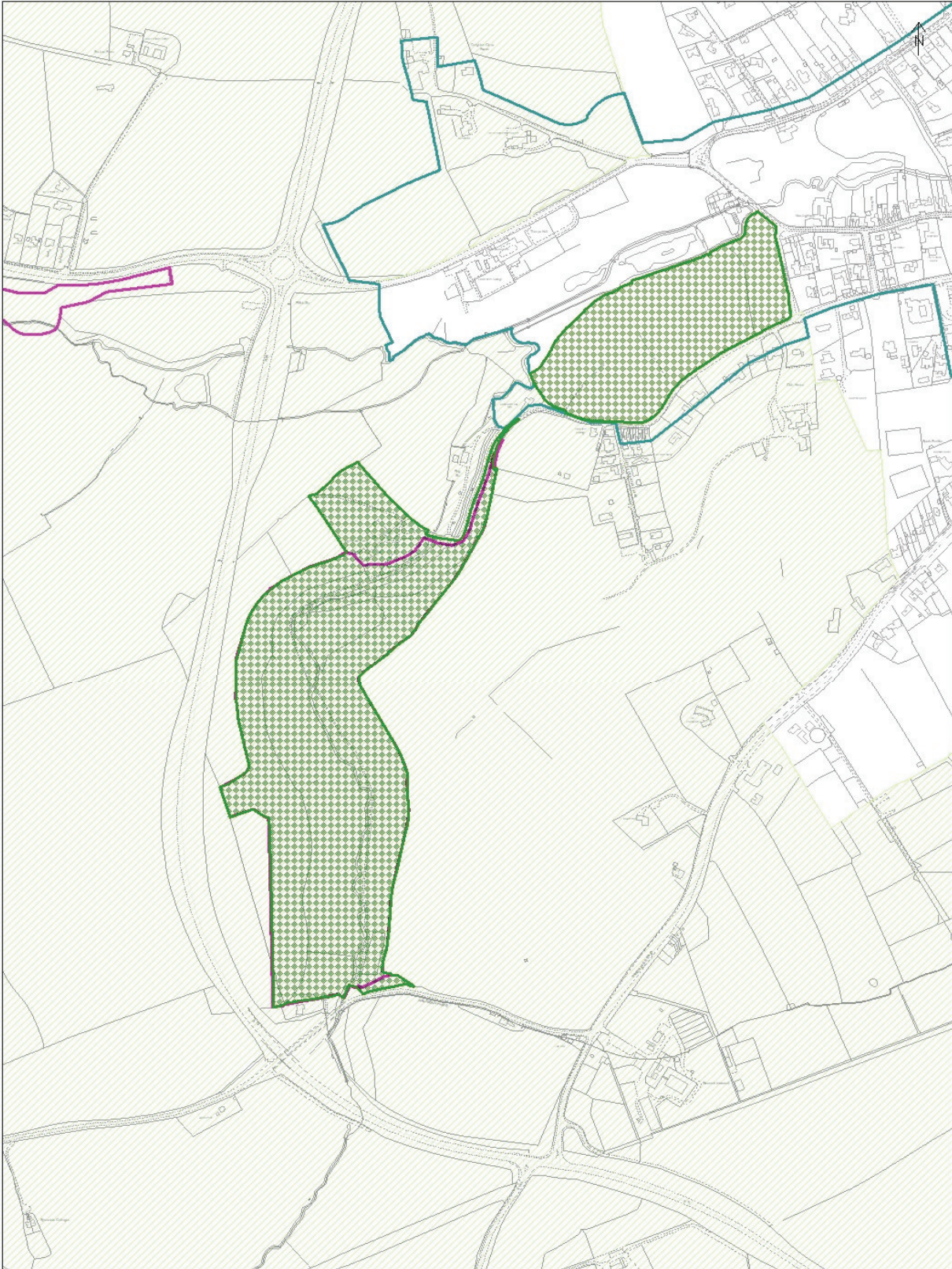


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LOUTH TOWN CENTRE



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Scale 1:5000

LOUTH

SITE ALLOCATIONS IN LOUTH

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

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

	wildlife corridor. It is close to services and facilities/town centre, with pedestrian routes to the town centre and other facilities. There is a public footpath running to the rear of the site along the canal which could encourage walking. The majority of services and facilities can be accessed on foot and Louth is a public transport hub. The owner has confirmed that they own the house and are willing to demolish.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

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

SITE HAS PLANNING PERMISSION GRANTED 25/7/2016 after the plan period commenced		
Site Reference	LO302	Promoter Owner known to the Council
Site Location	Land off Grimsby Road, Louth	
Site Description	Agricultural Land	

Site Area	13.9 ha	No of Dwellings	Capacity 342 reduced to 240 Affordable housing 30% - 48_72 Extra Care Provision - 80
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with mature boundary treatments of hedges and trees along the A16 and Fanthorpe Lane. The site slopes down from the A16 to the houses along Grimsby Road. It is well screened from Grimsby Road by development and from the A16 by its boundary treatment. The north western The Lincolnshire Wolds Area of Outstanding Natural Beauty abuts the western boundary of the site and there is not a strong landscape boundary in this area. The land starts to plateau in this area so may be more visible in views from the A16 and so how the site is developed and landscaped will be an important part of developing this site. There would be no impact on the townscape or historic environment. It is close to services and facilities/town centre; being 1km from the town centre and close to employment, secondary school and hospital. Access would be via Grimsby Road. The site will be required to provide green infrastructure and the close proximity to the A16 would mean that a buffer zone would have to be provided which could be green space to serve the development and will help to provide for biodiversity.		
Infrastructure	No major infrastructure constraints to the development of the site. There is an approval of planning permission but the decision has not been issued yet, it is waiting for the signing of a S106 agreement.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

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

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

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

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

	access is too narrow onto Monks Dyke Road; there are footpath links to the centre. The site is also adjacent to a playing field and the leisure centre.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.

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

Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability. A planning application on the site did not raise this as an issue.
Phasing	The delivery of the site is expected within the first five years of the plan as confirmed by the developer of the site.

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

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

	planning permission and the layout leaves two possible accesses into the land at the rear.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.

Site Reference	LO329	Promoter Owner known to the Council
Site Location	Land off Legbourne Road, Louth	
Site Description	Agricultural Land	
Site Area	3.44 ha	No of Dwellings Capacity 89 Potential affordable housing 30% - 26
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is agricultural land contained by hedgerows except the eastern boundary which has a reasonably open frontage. The site is fairly well contained and would not impact on the wider landscape. There would not be an impact on the townscape because this site is a natural extension to the town, though the site to the north which was granted permission in November 2016 L0339 should be developed first. There is no impact on the historic environment. Potential Medieval remains comments raised by Historic England will need an Archaeological Assessment to determine whether medieval remains exist and to what extent. Lincolnshire County Council Archaeological Service have made no adverse comment. The site is reasonably close to the services and facilities'/town centre the access is going to be onto Legbourne Road. There are no footpath links until you get to the built up section of Legbourne Road but there is room to create one.	
Infrastructure	No major infrastructure constraints to the development of the site.	
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward	
Viability of the site	No indication of any constraints that could affect viability.	
Phasing	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.	

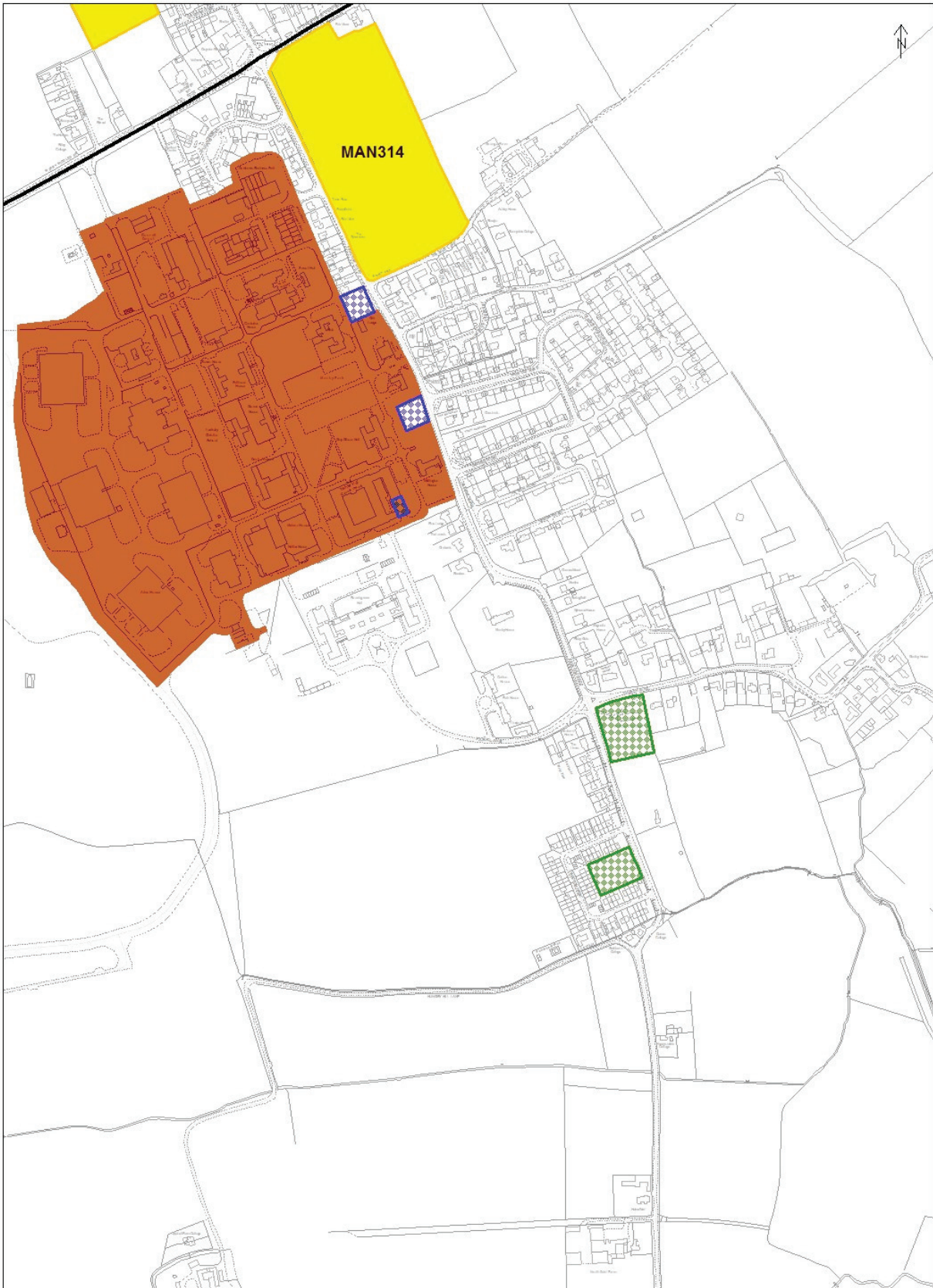
Site Reference	LO341	Promoter: Owner known to the Council
Site Location	Land off Bluestone Rise, Louth	
Site Description	Grassed fields and former tennis courts	
Site Area	0.59 ha	No of Dwellings Capacity 15 reduced to 5
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is a grass field and was the former playing field for a local school. There would be no impact on the wider landscape the site is quite enclosed. There is no impact on the historic environment. The site was formerly playing fields for the local school but there is no evidence that these were open	

	to use by the wider public and they have been unused for some time. The site is reasonably close to services and facilities, including recreation facilities, and the town centre with footpath links via Bluestone Rise. An access can be formed onto Bluestone Rise for a limited number of dwellings. The capacity has been reduced to reflect this, no access should be formed off Julian Bower, and it is too narrow and cannot be widened without causing significant harm to its rural character.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The landowner has indicated that they are going to bring the site forward in the first five years.

MANBY/GRIMOLDBY

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

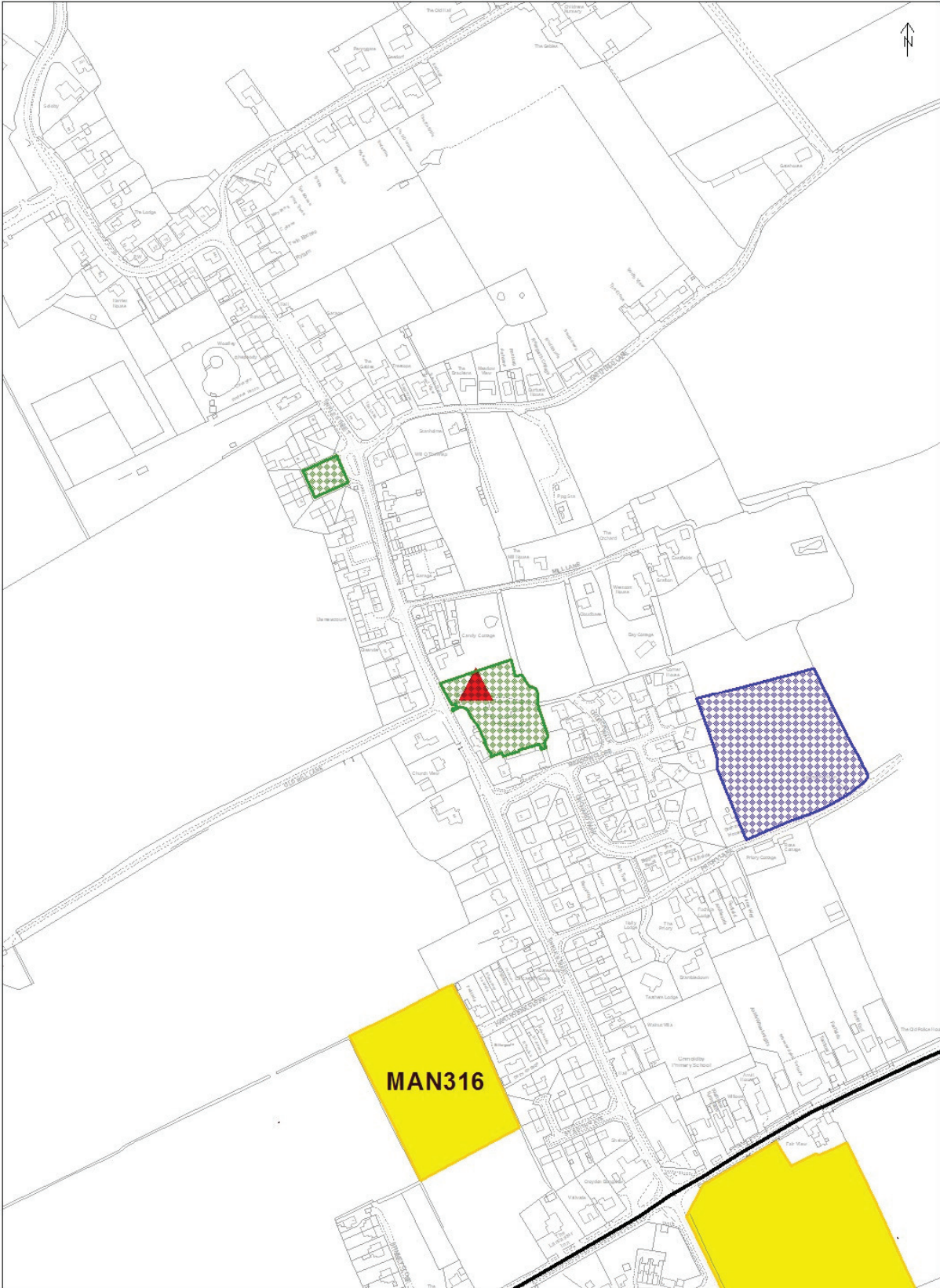
	<p>The Census records 428 dwellings in Grimoldby giving an average of 2.32 person per household whilst for Manby the figures are 326 dwellings at a density of 2.33. both figures are higher than the District average of 2.19pph</p> <p>A consequence of a younger population is that the number of homes where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



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Scale 1:4500

MANBY



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Scale 1:3000

GRIMOLDBY

SITES FOR ALLOCATION IN MANBY/GRIMOLDBY

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

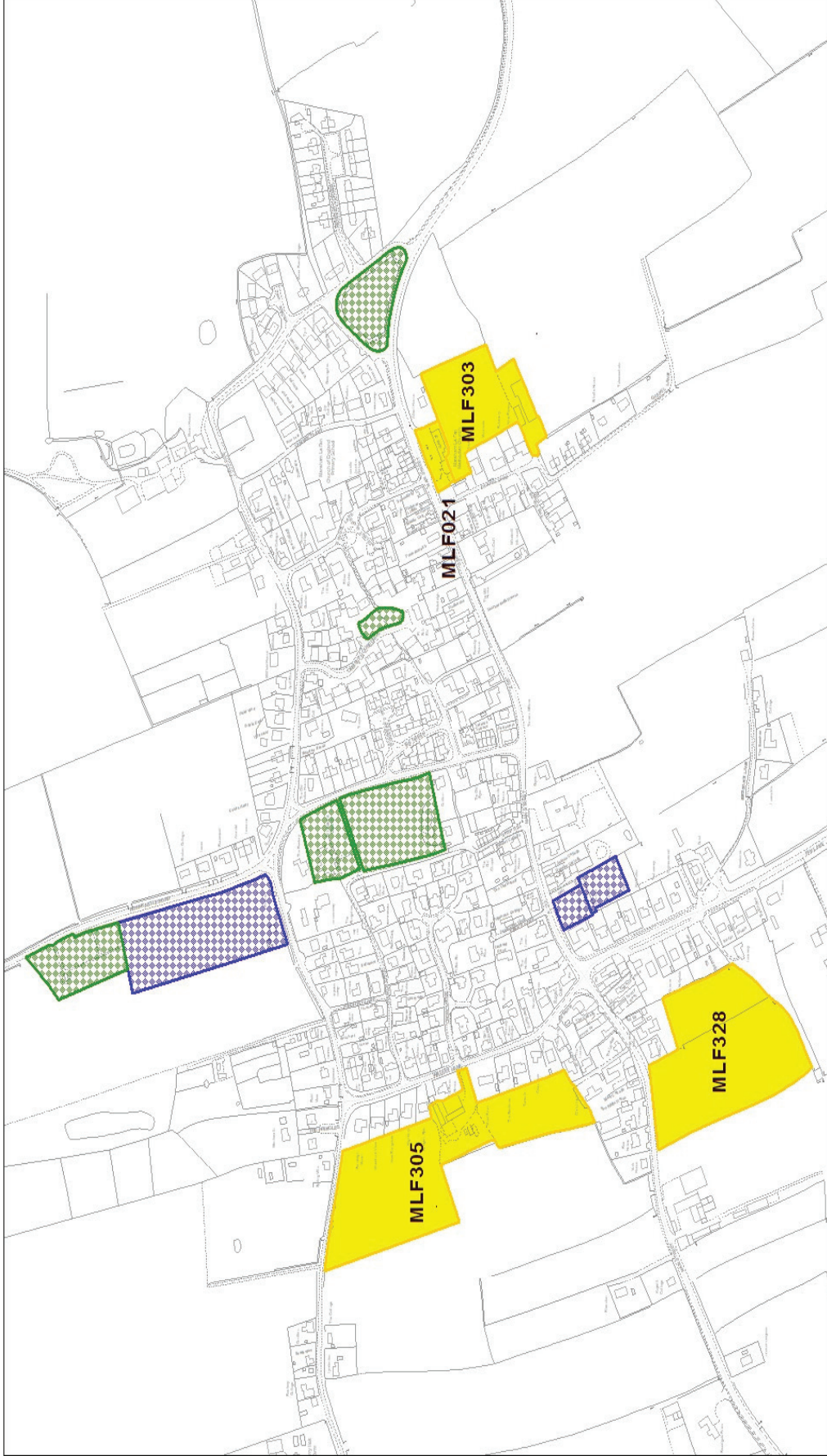
Site Reference	MAN314	Promoter: Owner is known to the Council	
Site Location	Land to the east of Carlton Road, Manby		
Site Description	Agricultural Land		
Site Area	4.94 ha	No of Dwellings	Capacity 94 reduced to 50 Potential affordable housing 30% - 15
Suitability of the site in broad planning terms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

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

MAREHAM LE FEN

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

	<p>The largest employment sectors in Mareham are the Wholesale & retail sector, health, manufacturing and education. In broad terms the proportions employed in each follow the District average with the exception of manufacturing which is 13% compared to the average of 9.3%; and the accommodation sector which employs 6% fewer than the average (8.9%).</p> <p>There is a large employer in the village.</p>
Infrastructure	<p>Access. The A155 provides good access to the larger centres of Coningsby and Spilsby and the facilities in the sub regional centre of Boston can be readily accessed. However, although there is a shopper bus facility there is no commuter bus serving Mareham. Access to Horncastle is quite poor, along minor roads.</p> <p>Water Infrastructure - Mareham is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the facility is amber with water resources/supply being green. The developed area of the village falls outside of the Witham 4th Drainage Board's legislative District but within its catchment area. Access to managed surface water outfalls in the village is problematic and requires improvement or new services to be constructed for any major development.</p> <p>Education. Mareham has a primary school that is recorded as having adequate capacity. Secondary education is available in Coningsby/Tattershall and (some sites) in Horncastle.</p>
Further commentary	<p>As indicated above there are some constraints to development in Mareham in terms of the availability of services and these will require further investment to meet the demand generated by future development.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth and there may be issues with access to managed surface water outfalls. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p> <p>The delivery rate of housing across the village will be monitored during the 5 year review of the Local Plan to assess whether housing is being prevented from coming forward because of the water infrastructure. If it is then the Council will need to consider what if any intervention can take place to rectify the situation or if the allocation will have to be made elsewhere. Because of this issue an additional site has been allocated MF303 which had no adverse comments about drainage from the Witham 4th Drainage Board.</p>



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MAREHAM LE FEN

SITES FOR ALLOCATION IN MAREHAM LE FEN

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

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

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

Site Reference	MLF305	Promoter: Owner is known to the Council	
Site Location	Moat Farmyard, Watery Lane		
Site Description	Disused farmyard, including buildings and hard standing. Land to the north and south of the farmyard		
Site Area	2.33 ha	No of Dwellings	Capacity 44 reduced to 35 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	<p>Yes, the site is suitable; The site is not in flood risk. The site is a comprised of a disused farmyard, including buildings and hard standing and farmland to the north and south of the farmyard. The boundary treatments around the site are open, although there are mature trees within the site. The site will be required to provide green infrastructure which could help soften some of the impacts of the development and assist biodiversity. The boundary to Field Side is quite open. There would be an impact on views from Field Side looking west and south. The site is a natural extension to the built environment so fits in with the existing townscape. There is no impact on the historic environment. The site is reasonably close to services and facilities and there is a footpath on the opposite of Watery Lane; there is no footpath on Field Side which is a very narrow rural lane running along the rear of the site. Vehicle access would be from Watery Lane where there is already a wide access; there should be no access from Field Side, it is too narrow and rural in character. There is a public footpath running along the southern boundary of the site which could encourage walking and this will need to be incorporated in a way that reflects its rural location. Capacity is reduced because the northern part of the site does start to move into more open countryside and density would be lower here.</p>		
Infrastructure	<p>This site is outside the Witham 4th Drainage Boards legislative District but within its catchment area and has no direct connection to a managed surface water discharge point. Piped systems on Watery Lane and Fen Lane cannot cope with extreme events resulting in surface water flooding. The Board has recently adopted the open dyke on Fen Lane but major improvement would be required to the buried drains within the village to take surface water from development to this watercourse or the Board's watercourse at the junction with Moorside to the west. Development is possible with drainage infrastructure improvements.</p>		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		

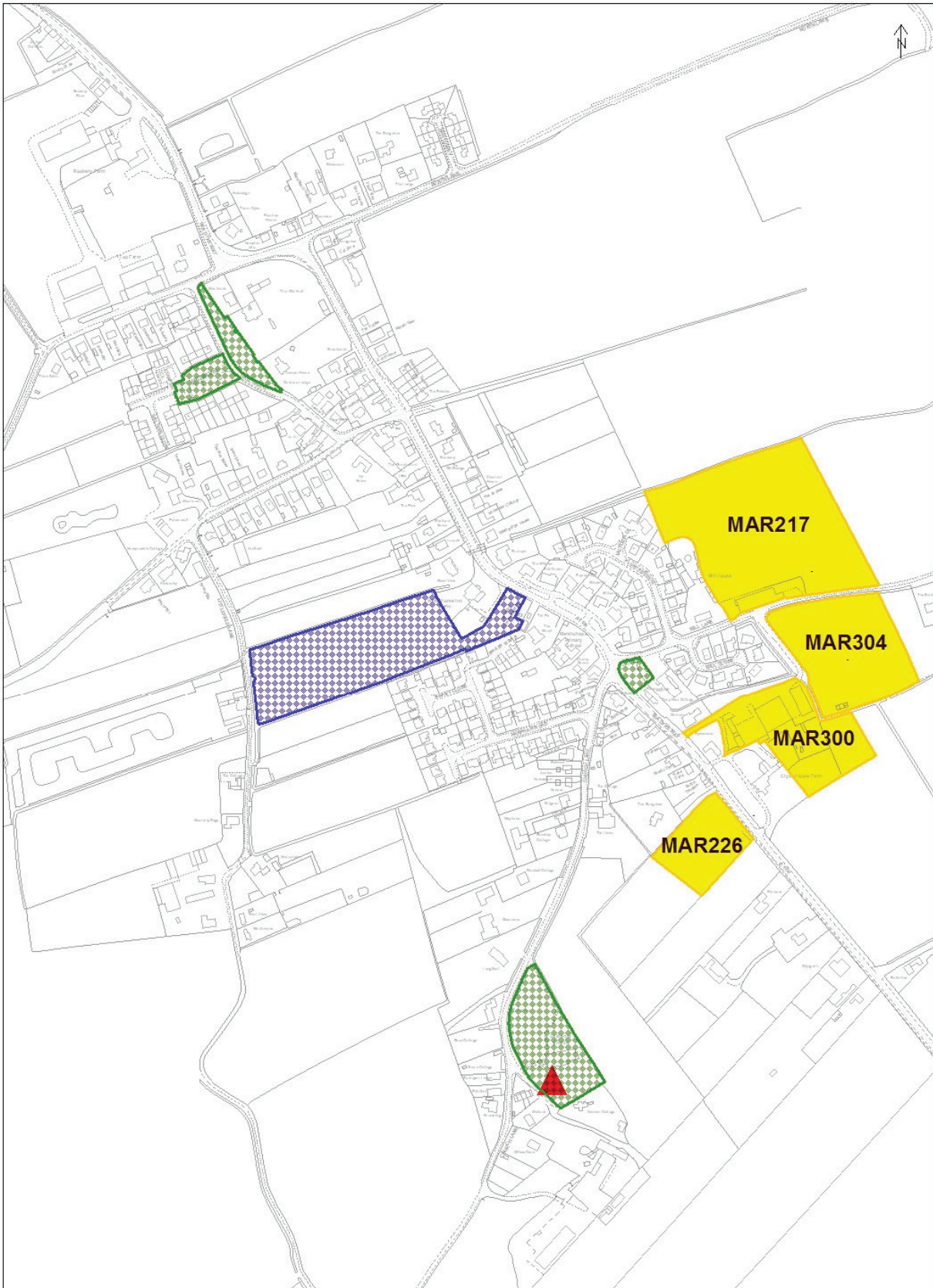
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

SITE HAS PLANNING PERMISSION GRANTED FOR PHASE 1, 16/12/2016 after the plan period commenced			
Site Reference	MLF328	Promoter: Owner is known to the Council	
Site Location	Land on the south of Main Street, Mareham Le Fen		
Site Description	Agricultural Land		
Site Area	2.01 ha	No of Dwellings	Capacity 37 reduced to 32 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	<p>Yes, the site is suitable; The site is not in flood risk. The site is an open field with trees and hedges forming the boundary to the rear and the built environment to the east and west; the frontage is open. The site contains and is surrounded by drainage ditches which will provide opportunities for biodiversity which can be supported by landscaping of the site. Wider views out of the site to the east and south are blocked by the boundary treatment and development; there is some impact on the wider landscape to the south west where the site is very open. The site is prominent in views along Main Street, although this is somewhat restricted by adjacent development. The site forms a natural extension to the built environment on this side of the village and therefore would not impact on the townscape. There is no impact on the historic environment. The site is close to services and facilities, there is a footpath link on the other side of the road and there is the room to create a link on the side of the site. A vehicle access can be created onto Main Street. There were issues with drainage and possibly archaeology on this site a planning application was submitted but withdrawn because of issues. These issues appear to have now been resolved. Capacity reduced slightly because the site lies on the edge of the village and therefore should have a lower density.</p>		
Infrastructure	<p>The site has no direct connection to a managed surface water discharge point. The piped system on Fen Lane cannot cope with extreme events resulting in surface water flooding. The Witham 4th Drainage Board has recently adopted the open dyke on Fen Lane but major improvement would be required to the buried drains in the village to take surface water from development to this watercourse or the Board's watercourse at the junction with Moorside to the west. Development is possible with major drainage infrastructure changes.</p>		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

MARSHCHAPEL

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

	<p>Health. Marshchapel does not have a doctors surgery these are available at North Somercotes (5 miles) N. Thoresby (5m).</p>
<p>Further commentary</p>	<p>The most significant issue in Marshchapel is flood risk, which discounts much of the village from providing suitable sites. There may be an issue with drainage in the village, surface water drainage via infiltration may be unsuccessful. Where discharge of surface water to watercourses is preferred then off-site drainage improvements are likely to be required. This does not appear to be a major issue; as all the sites allocated bar one are in the same ownership this will allow for a more co-ordinated approach to water infrastructure.</p>



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Scale 1:3500

MARSHCHAPEL

SITE ALLOCATIONS IN MARSHCHAPEL

Site Reference	MAR217	Promoter: Owner is known to the Council	
Site Location	Land off Mill Lane, Marshchapel		
Site Description	Agricultural Land		
Site Area	2.49 ha	No of Dwellings	Capacity 44 reduced to 34 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is low flood risk apart from the northern edge which lies in the red (danger for all) and orange (danger for most) areas on the EA flood hazard maps. <u>This site could be impacted along its northern boundary where depths of up to 1.6m could be possible. A sequential approach to development should be applied and appropriate mitigation to design out the impacts of flooding.</u> The site has poor boundary treatments and any landscaping would improve biodiversity, its development would however impact on the wider landscape as it is a flat site with wider views to the east of the village. The site is close to services and facilities in the village including the school a vehicle access could be provided by utilising the farm track that runs down the side of MAR304 and MAR300, a pedestrian and cycle access could be provided onto Mill Lane, which is a public right of way leading out into the open countryside.</p>		
Infrastructure	No major infrastructure constraints to the development of the site. Surface water drainage via infiltration may be unsuccessful. Where discharge of surface water to watercourses is preferred then off-site drainage improvements are likely to be required.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery.		
Viability of the site	No indication of any constraints that could affect viability		
Phasing	The delivery of the site is expected within the last five years of the plan period.		

Site Reference	MAR226	Promoter: Owner is known to the Council	
Site Location	Land adjacent to Sea Dykes Way, Marshchapel		
Site Description	Grassed field		
Site Area	0.56 ha	No of Dwellings	Capacity 19 reduced to 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is free from flood risk on the EA flood hazard maps <u>but this site could be generally subject to flood depths of 250mm with an area to the south east corner up to 500mm. A sequential approach to development should be applied and appropriate mitigation to design out the impacts of flood risk.</u> The site has good boundary treatment of hedgerows and mature trees, any landscaping would enhance the biodiversity of the site which is a grassed field at present. The boundary treatment also screens the site from impact on the wider views of the landscape. The site is close to services and facilities in the village including the school, a vehicle access could be</p>		

	provided onto the main road and there is a footpath leading towards the centre of the village.
Infrastructure	No major infrastructure constraints to the development of the site
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery
Viability of the site	No indication of any constraints that could affect viability
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

Site Reference	MAR300	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Sea Dykes Way, Marshchapel		
Site Description	Agricultural land/buildings and grassed field		
Site Area	0.95 ha	No of Dwellings	Capacity 18 reduced to 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	Yes the site is suitable. The site is low flood risk apart from a section in the north near the access which lies in the orange zone (danger for most) on the EA flood hazard maps. This site could be generally subject to flood depths of 250mm with areas to the north west and south east corners up to 500mm. A sequential approach to development should be applied and appropriate mitigation to design out the impacts of flooding. The site has poor boundary treatments apart from some trees within the site and any landscaping would improve biodiversity, its development would not impact on the wider landscape because at present it has large agricultural buildings on it blocking views to the south of the village. The site is close to services and facilities in the village including the school, a vehicle access could be provided by utilising the farm track that runs down the side of site out onto the main road.		
Infrastructure	No major infrastructure constraints to the development of the site. Surface water drainage via infiltration may be unsuccessful. Where discharge of surface water to watercourses is preferred then off-site drainage improvements are likely to be required.		
Deliverability of the site	The owner of the site has confirmed that the site is available for delivery		
Viability of the site	No indication of any constraints that could affect viability		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

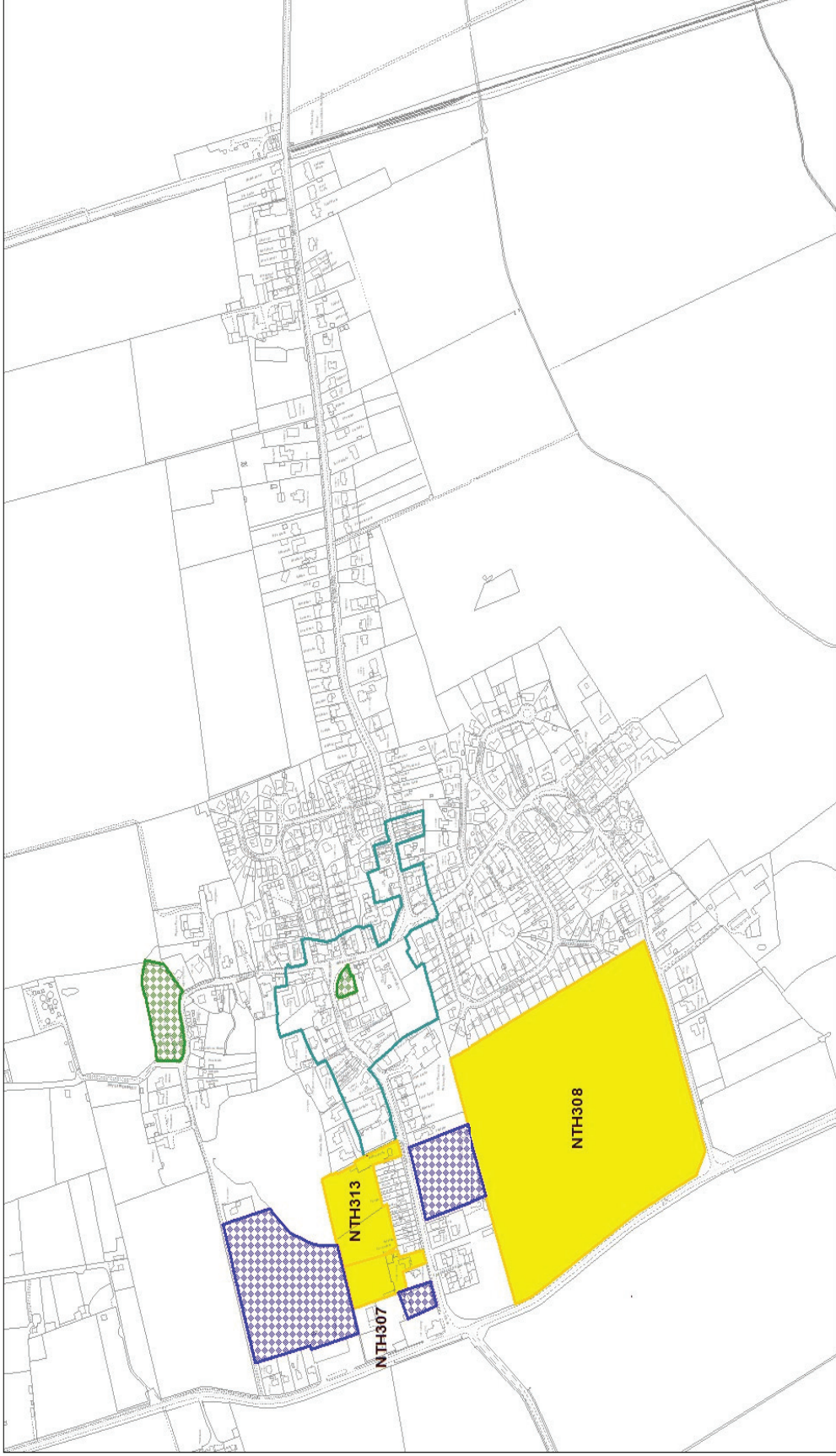
Site Reference	MAR304	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Sea Dykes Way, Marshchapel		
Site Description	Agricultural land and former railway sidings		

Site Area	1.21 ha	No of Dwellings	Capacity 24 reduced to 20 Potential affordable housing 30% - 6
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is low flood risk apart from a small section in the north east corner. <u>The northern and eastern boundaries of this site could be subject to flood depths of 250mm with a small area to the south east corner up to 500mm. A sequential approach to development should be applied and appropriate mitigation to design out the impacts of flooding.</u> The site has poor boundary treatments and any landscaping would improve biodiversity, its development would however impact on the wider landscape as it is a flat site with wider views to the east of the village. The site is close to services and facilities in the village including the school, a vehicle access could be provided by utilising the farm track that runs down the side of site and MAR300 out onto the main road, a pedestrian and cycle access could be provided onto Mill Lane, which is a public right of way leading out into the open countryside.</p>		
Infrastructure	<p>No major infrastructure constraints to the development of the site. Surface water drainage via infiltration may be unsuccessful. Where discharge of surface water to watercourses is preferred then off-site drainage improvements are likely to be required.</p>		
Deliverability of the site	<p>The owner of the site has confirmed that the site is available for delivery</p>		
Viability of the site	<p>No indication of any constraints that could affect viability</p>		
Phasing	<p>The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.</p>		

NORTH THORESBY

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

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



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NORTH THORESBY

SITE ALLOCATIONS IN NORTH THORESBY

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

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

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

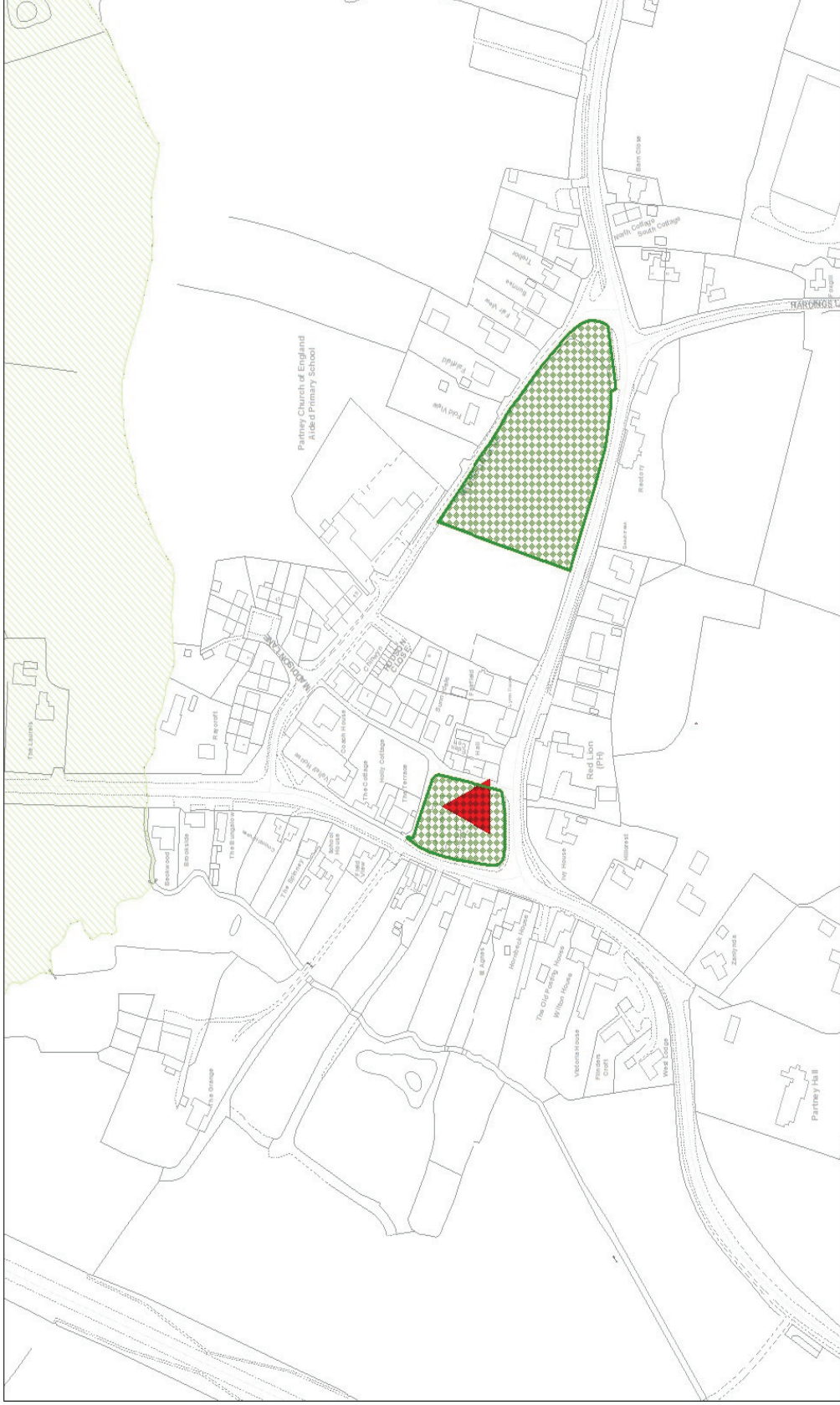
Site Reference	NTH313	Promoter: Owner is known to the Council	
Site Location	Land off the High Street, North Thoresby		
Site Description	Grassed paddock and garden		
Site Area	1.11 ha	No of Dwellings	Capacity 25
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not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

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

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

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



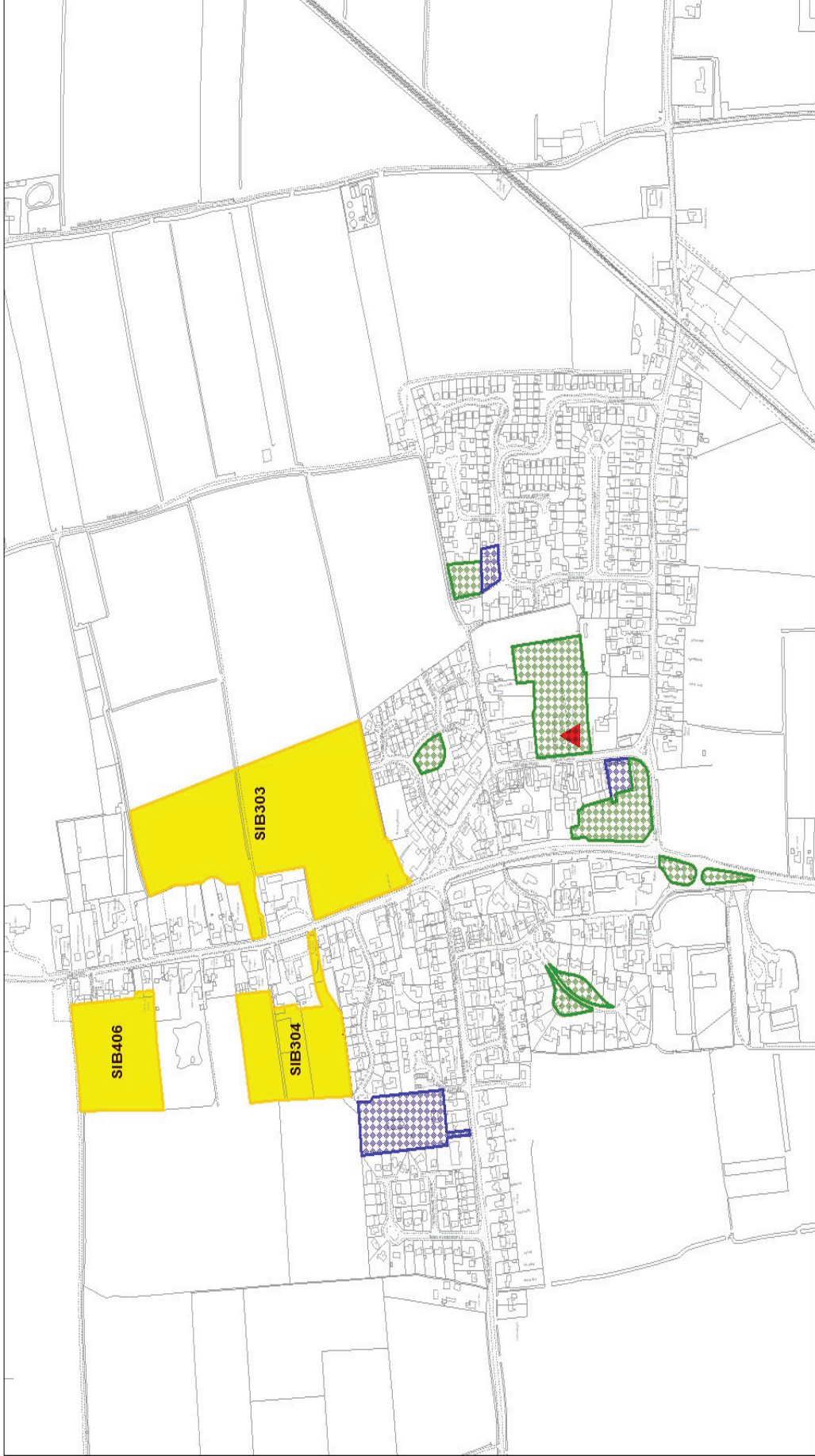
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TF4168SW

SIBSEY

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

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



1:5000

TF3550

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SITES FOR ALLOCATION IN SIBSEY

Site Reference	SIB303	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Sibsey House on the east of the A16, Sibsey		
Site Description	Agricultural land		
Site Area	8.0 ha	No of Dwellings	Capacity 469 reduced to 200 Potential affordable housing 30% - 60
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is outside the flood hazard zones. The site is agricultural fields with good boundary treatment along the A16 frontage but poor along its boundaries to the countryside. There would be an impact on the wider landscape because the site allows views from Church Walk out to the north and east, though these lie at the end of a cul de sac so not open to wider public views also along the open parts of the A16 there are views to the east. The site would also be visible in views from the A16 and would also be very visible in views into Sibsey when approaching from the east. There would not be an impact on the townscape because the site lies within an area which would form a natural extension to the village. Trader Mill not visible from the site due to a line of trees, however when travelling east away from the site the Trader Mill materializes into view and impacts the setting. Sibsey House and Coach house to the west of the site are only impacted to the south, northern and eastern setting impacted by modern dwellings. The entrance to the site which is to the left of Sibsey House and the Coach House is narrow, tree clearance will need to be undertaken to create a suitable entrance, and this will have a significant impact on the Setting. The windmill setting is impacted by the site to the east. All impacts can be offset with good design that allows development to blend within its surroundings and strategic open spaces with good tree planting.. The site is close to services and facilities with a footpath to the centre of the village, a site of this size would be required to provide a comprehensive range of green space/open space which will provide opportunities for sport and recreation and also for species migration and adaptation. The site can be accessed onto the A16. The site was put in for an area covering 11 hectares, this amount of housing is not required in the settlement therefore the size of the site has been reduced with a reduction in the capacity because a lower density would be expected as you move toward the rear of the site and the countryside and the listed building to the north will affect the density on that side of the development.</p>		
Infrastructure	<p>No major infrastructure constraints to the development of the site, however due to its proximity to Sibsey Water Recycling Centre, Anglian Water have stipulated that a detailed odour assessment is undertaken to demonstrate no adverse impact on future residents. To provide evidence to demonstrate that a suitable distance is provided from Wainfleet WRC and sensitive development (buildings which are regularly occupied) as part of the detailed master planning of the site. With regard to surface water drainage, an attenuated discharge would be acceptable. Soakaways may not be suitable at this location</p>		
Deliverability of the site	<p>The owner of the site has informed the Council that they are going to bring the site forward</p>		
Viability of the site	<p>No indication of any constraints that could affect viability.</p>		
Phasing	<p>The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.</p>		

Site Reference	SIB304	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Tregarthen House on the west of the A16, Sibsey		
Site Description	Grassed fields		
Site Area	2.14 ha	No of Dwellings	Capacity 40 reduced to 5
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is grassed fields with good boundary treatment of hedges and mature trees. There would not be an impact on the wider landscape because the site is well enclosed by its boundary treatment and existing development along the A16 and Millers Gate. There would not be an impact on the townscape because the site lies within an area which would form a natural extension to the village and is not highly visible in the street scene. There would not be an impact on the historic environment. The site is close to services and facilities with a footpath to the centre of the village. Access can be achieved onto the A16 from the site but only for a limited number of dwellings. The landowner has indicated they wish to develop 5 dwellings on the site.		
Infrastructure	No major infrastructure constraints to the development of the site. There is a Witham 4 th Drainage Board maintained watercourse which exists 240m (approx.) to the west of this site and to which an attenuated discharge would be acceptable. OS maps show a private dyke connecting the site to the Board's watercourse. Its condition (and indeed existence) will need to be considered before development of the site. Soakaways may not be suitable at this location.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

Site Reference	SIB406	Promoter: Owner is known to the Council	
Site Location	Land to the rear of Page Close, west of the A16, Sibsey		
Site Description	Agricultural Land		
Site Area	1.85 ha	No of Dwellings	Capacity 34 Potential affordable housing 30% - 10
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is flat with no boundary treatment. The properties along the A16 block views of the wider landscape. There is a view of the listed Sibey Trader windmill as you enter the village from the north. The site affects the setting of the Trader Mill, there is a strong argument that surrounding fields worked with the mill historically. The Windmill is affected if the entrance that will be used for this site is the one directly opposite, there would be no impact if the entrance further north is used. <u>Development would need to blend in with the surrounding areas. A sensitive approach to site layout and high quality design of development would be expected as part of any proposal to reduce impact on its historic assets and good design should mitigate against any impact on the historic environment.</u>		

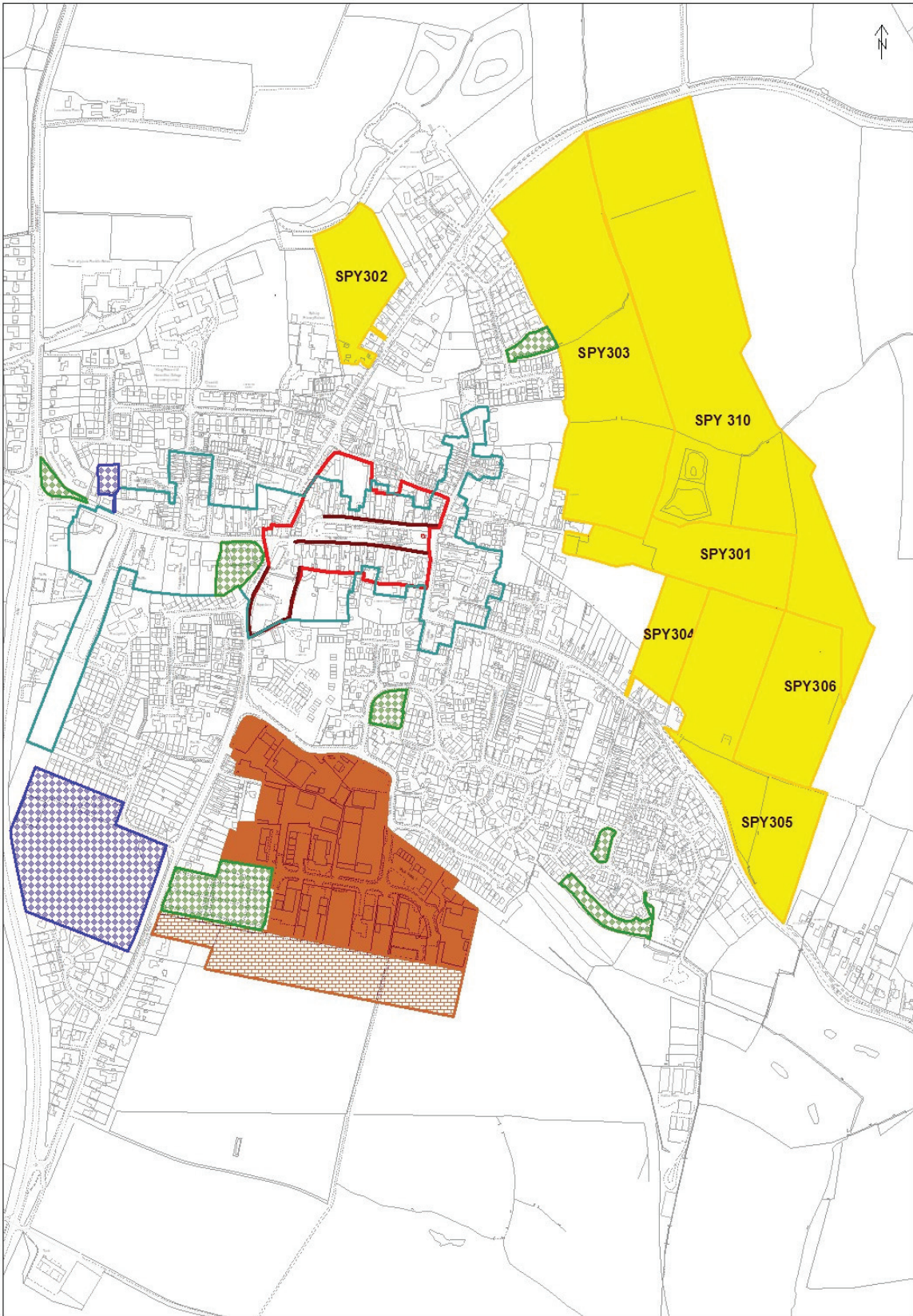
	There would be no impact on the listed former Rhoades Mill on the opposite side of the A16. The site would not impact on the townscape. Overall there will be some impact on the landscape. The site is close to the services and facilities in the village, there are a number of opportunities for vehicle and pedestrian accesses from the site through Page Close or there is a farm track adjacent to Page Close and the site to the rear. There are footpaths along the main road. This site is large enough to provide some open space/green infrastructure and this will enhance biodiversity on what is a large featureless site.
Infrastructure	No major infrastructure constraints to the development of the site but the site does not appear to be well served by drainage infrastructure so access to a managed surface water discharge point may be problematic. Soakaways may not be suitable at this location.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability, though drainage could be an issue.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

SPILSBY

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

	<p>both proportionally higher than the East Lindsey average with social rented comprising 16.7% [EL 11.0%] and privately rented making up 21.9% compared to 15.3% (EL).</p> <p>With the head of the household in 32.3% of homes aged 65 plus, Spilsby has a lower proportion than the average (of 37.4%), but it has a markedly higher number of over 65s in social housing. (Spilsby 16.8% - EL 9.1%).</p>
Employment	<p>The Vale Road Industrial site covers some 7.5ha and a further 11.6ha is identified as an allocation in the 1995 Local Plan. Take-up on the site has been slow and following a review of demand it is currently proposed to reduce the allocated area to around 3 hectares.</p> <p>There is a range of businesses on the site including farm services, printers and building supplies, along with indoor leisure and community uses. Elsewhere in the town Tongs Engineering along with the schools also provide significant employment locally.</p> <p>At the 2011 Census the main employment sectors recorded in Spilsby were Wholesale & Retail Trade (Repair of Motor Vehicles) 16.3%; Health & Social (15.4%); Education (14.6%) and Manufacturing (12.4%). Overall the distribution follows the District trend, the most obvious differences being in the proportion of Manufacturing businesses where Spilsby has 112.4% compared to the average of 9.3%, and education which, at 14.6% is 5 percentage points higher than the 'norm'.</p> <p>The Census also indicates that the percentages of employees (both full and part time) at 2011 were higher in the town than the District average and that the number of self-employed was over 2.5% lower. There were also fewer 'economically active' retired people in the town (18.8% compared to 24.1%)</p>
Infrastructure	<p>There is a wide range of services available in Spilsby and, as one of the larger settlements it is proposed that a significant level of new development will be delivered.</p> <p>Access. The A16 north-south link provides the key means of access to Spilsby and provides a ready link to the A158 east west link to the north of the town. Access to the town for the surrounding villages is provided along the main roads and the network of secondary routes between.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Six Acre Plantation, Spilsby SNCI.</u></p> <p>Water Infrastructure – Spilsby is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the plant is amber with resources/supply being green. Developers will need to be aware of this and may have to work with Anglian Water to enhance the Water Recycling Centre if necessary.</p> <p>Education. There is currently no spare capacity at the Primary School in Spilsby but there are spaces at the Secondary level.</p> <p>Health. There is no capacity at present at the GP Surgery in the town. However, there are proposals to address this issue.</p>

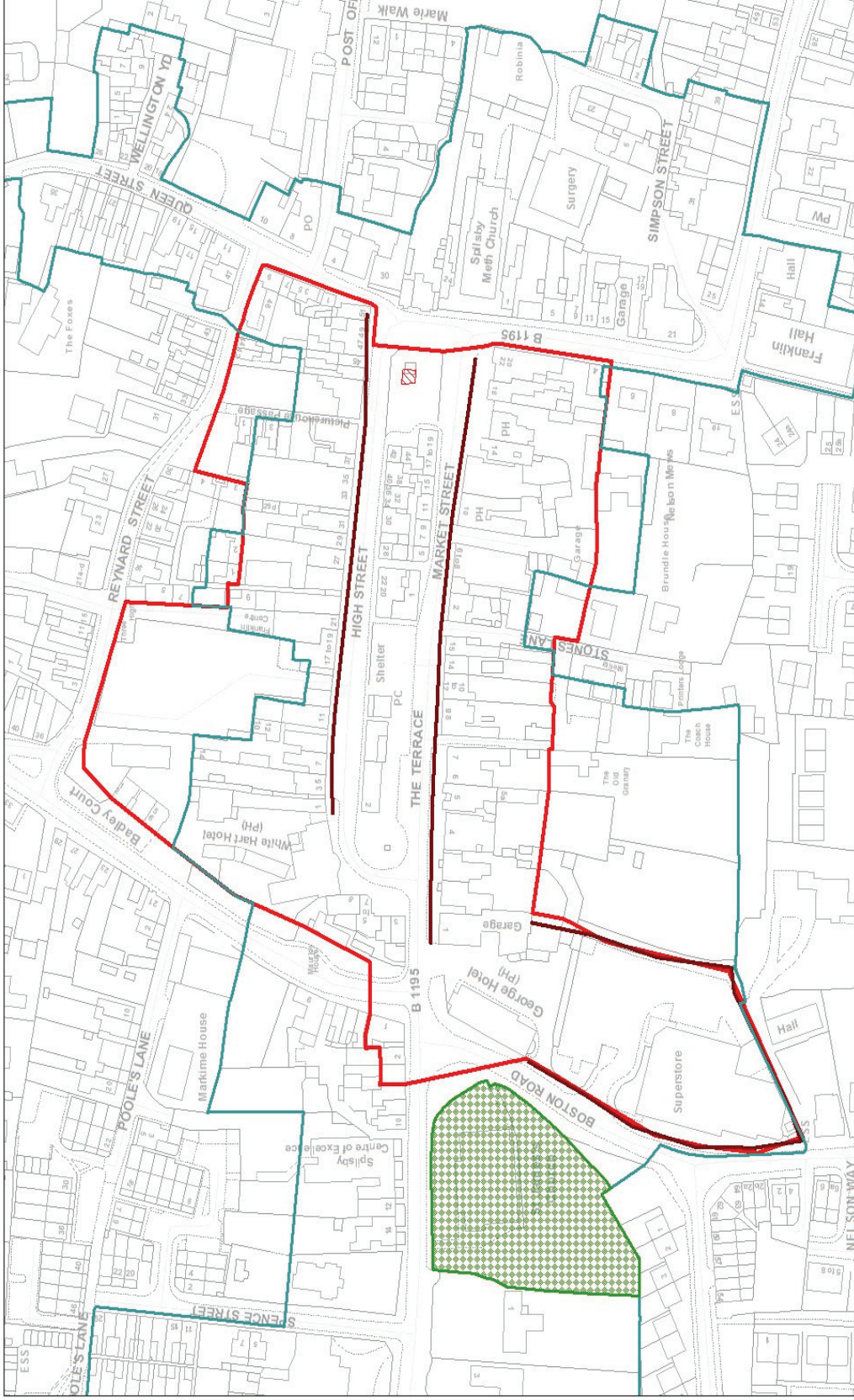
<p>Further commentary</p>	<p>Spilsby is a relatively small, and quite compact, town and all of the allocated sites are within walking distance of the town centre and can provide safe and easy access to services and facilities. This should help to sustain the town centre. There are no fluvial flood risk issues in the town.</p> <p>There are potential positive benefits in terms of the opportunities to create space for biodiversity, to create more comprehensive green infrastructure provision and, to create more direct pedestrian access to services and facilities in the town centre.</p> <p>The total amount of housing needed in the plan period is 229.</p> <p>However, the Council has shown on the map the whole of the eastern side of the town as SPY310, this includes sites SPY301, SPY303, SPY304, SPY305 and SPY306 and land further out to the east, much of which will remain in agricultural use and be amenity green space. Whilst not all this area is proposed for development a substantial percentage of it will be given over to green space, it is appropriate that the Council show the full direction on its map. This is because the sites on the eastern side of Spilsby will be working together to bring forward a single larger development over and beyond the present plan period. This will create economies of scale and assist in the provision of community infrastructure in the settlement particularly a doctor's surgery and green space. It will also enable the creation of a road around the settlement on the east side, easing traffic through the centre. It is not anticipated that all the sites will come forward during the plan period but the total approximate amount of housing to be delivered on the eastern side of Spilsby could eventually be a minimum of 600 homes. It is anticipated from information received from the developer that this would be delivered at 30 homes per annum.</p>
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Scale 1:5000

SPILSBY



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TF4066SW

1:1250

SPILSBY TOWN CENTRE

SITES FOR ALLOCATION IN SPILSBY

Site Reference	SPY301	Promoter: Owner is known to the Council	
Site Location	Land off Post Office Lane, Spilsby		
Site Description	Grassed fields		
Site Area	2.58 ha	No of Dwellings	Capacity 67 Potential affordable housing 30% - 20
Suitability of the site in broad planning terms	<p>Yes the site is suitable but only in conjunction with SPY303, SPY304, SPY305 and SPY306 (whole site is referred to as SPY310). The site is not in flood risk. The site is a grassed field with mature boundary treatments of hedges and trees, a small group of trees within the site and there are a couple of large ponds to the north of the site which could rely on the grassed fields of the site. Landscaping could enhance biodiversity as long as development would not harm any wildlife using the ponds. There would be no impact on the wider landscape because the site is well screened from public viewing places. On its own the site would not relate to the existing built up area and would create a narrow fringe of development extending into the open countryside. There is no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent, though no issues have been raised by the Lincolnshire County Archaeology Service. The site is close to services and facilities leading off from the centre of the town. On its own it has no suitable vehicular access and would not be unable to connect to the centre of the town, only a pedestrian access could be provided. By bringing the site forward in conjunction with SPY303, SPY304, SPY305 and SPY306 it could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. There is a public right of way leading out into the open countryside through a nearby car park this could encourage walking. Linking these sites together could provide greater collective opportunities for greenspace, biodiversity and species adaptation and migration. However, there would potentially be a greater cumulative impact in respect of landscape impact. It could also be an option to bring all the sites on the east of the town forward with a vehicle link connection between Ashby Road and the B1195, relieving traffic pressure from the town centre.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner		

Site Reference	SPY302	Promoter: Owner is known to the Council	
Site Location	Land to the rear of 55 Ashby Road, Spilsby		

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

Site Reference	SPY303	Promoter: Owner is known to the Council	
Site Location	Land off Ashby Road, Spilsby		
Site Description	Agricultural fields		
Site Area	7.83 ha	No of Dwellings	Capacity 204 reduced to 100 Potential affordable housing 30% - 30
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is agricultural fields with low hedges and occasional trees along the boundaries, and development to the west. There two water courses crossing the site and there are opportunities to enhance biodiversity by working with the existing features. There would be an impact on the wider landscape because the site slopes away from the built up area and is very open. The Church is the most significant feature, there is a greater impact further north due to the higher elevation. Development will need to be well designed with strategic Public Open Space to minimise this impact. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There were no adverse comments by Lincolnshire County Archaeology Service. The site is reasonably close to services and facilities. There is a footpath on</p>		

	the other side of Ashby Road leading to the town centre. By bringing the site forward in conjunction with SPY301, SPY304, SPY305 and SPY306 (whole site is referred to SPY310) it could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size could provide some green space/open space. There is a public footpath leading to the open countryside which could encourage walking. Linking these sites together could provide greater collective opportunities for greenspace, biodiversity and species adaptation and migration. However, there would potentially be a greater cumulative impact in respect of landscape impact. It could also be an option to bring all the sites on the east of the town forward with a vehicle link connection between Ashby Road and the B1195, relieving traffic pressure from the town centre.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner

Site Reference	SPY304	Promoter: Owner is known to the Council	
Site Location	Land off Halton Road, Spilsby		
Site Description	Agricultural fields		
Site Area	1.17 ha	No of Dwellings	Capacity 30 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	<p>Yes the site is suitable but only in conjunction with SPY301, SPY303, SPY305 and SPY306 (whole site is referred to as SPY310). The site is not in flood risk. The site is an agricultural field with boundary treatment of hedges, and development to the south. There would not be an impact on the wider landscape because the site is well screened from Halton Road by development. There is no impact on the townscape. There is no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There were no adverse comments from Lincolnshire County Archaeology Service. The site is reasonably close to services and facilities. There is a footpath on the Halton Road leading to the town centre. On its own the site is unsuitable because it has no suitable vehicle access onto Halton Road. By bringing the site forward in conjunction with SPY301, SPY303, SPY305 and SPY306 it could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size would be expected to provide green space/open space. There is a public footpath leading to the open countryside and back into the town which could encourage walking. Linking these sites together could provide greater collective opportunities for greenspace, biodiversity and species adaptation and migration. However, there would potentially be a greater cumulative impact in terms of landscape impact. It could also be an option to bring all the sites on the east of the town forward with a</p>		

	vehicle link connection between Ashby Road and the B1195, relieving traffic pressure from the town centre.
Infrastructure	No major infrastructure constraints to the development of the site.
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward
Viability of the site	No indication of any constraints that could affect viability.
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner

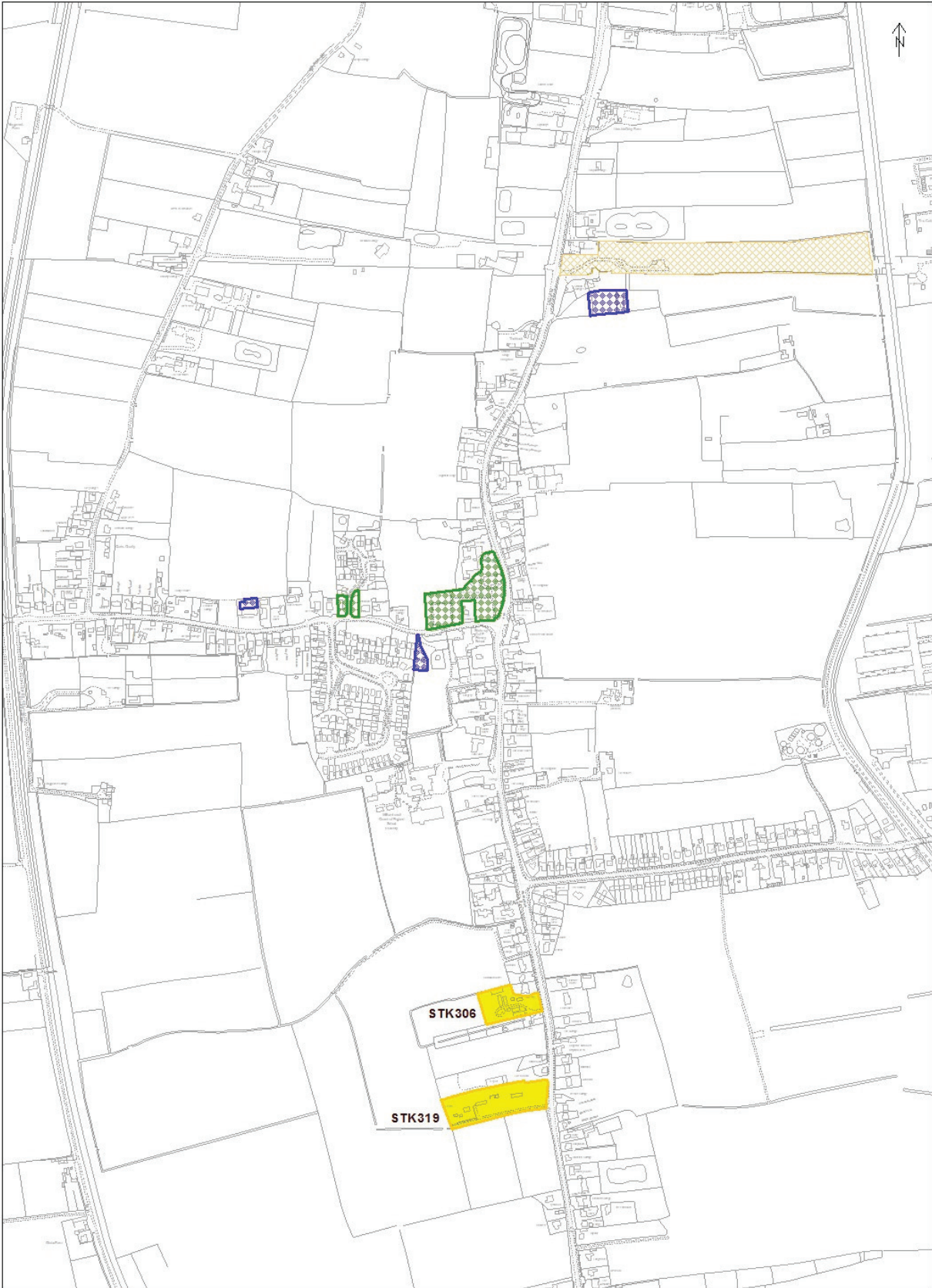
Site Reference	SPY305	Promoter Owner is known to the Council	
Site Location	Land off Halton Road, Spilsby		
Site Description	Agricultural fields		
Site Area	4.96 ha	No of Dwellings	Capacity 129 Potential affordable housing 30% - 38
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with boundary treatment of low hedges and trees. There would be some impact on the wider landscape, particularly where the site meets Halton Road; the land is quite screened from wider views because it slopes upwards towards the north. On its own the rear of the site would not relate to the existing built up area and would extend into the open countryside. There is no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There was no adverse comment from the Lincolnshire County Archaeology Service. The site is close to services and facilities. There is a footpath on Halton Road leading to the town centre. An access can be formed onto Halton Road. By bringing the site forward in conjunction with SPY301, SPY303, SPY304 and SPY306 (whole site is referred to as SPY310) it could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size could provide some green space/open space. Linking these sites together could provide greater collective opportunities for greenspace, biodiversity and species adaptation and migration. However, there would potentially be a greater cumulative impact in terms of landscape impact. It could also be an option to bring all the sites on the east forward with a vehicle link connection between Ashby Road and the B1195, relieving traffic pressure from the town centre.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner		
Site Reference	SPY306	Promoter: Owner is known to the Council	

Site Location	Land off Halton Road, Spilsby		
Site Description	Agricultural fields		
Site Area	2.72 ha	No of Dwellings	Capacity 70 Potential affordable housing 30% - 21
Suitability of the site in broad planning terms	<p>Yes the site is suitable but only in conjunction with SPY301, SPY303, SPY304 and SPY305 (whole site is referred to as SPY310). The site is not in flood risk. The site is an agricultural field with broken boundary treatments of hedges and trees and a drainage ditch along part of the western boundary. There would be some impact on the wider landscape; the land is quite screened from wider views because it slopes upwards towards the north, though development may break the skyline and this part of the site does not have strong boundary treatment, which would have to be enhanced to mitigate any impact. On its own the site is a field in the open countryside and would not relate to the existing built up area. There would be no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There were no adverse comments from the Lincolnshire County Council Archaeological Service. . The site is detached from the town and there is no access to the site. By bringing the site forward in conjunction with SPY301, SPY303, SPY304 and SPY305 it could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size could provide some green space/open space. It could also be an option to bring all the sites on the east forward with a vehicle link connection between Ashby Road and the B1195, relieving traffic pressure from the town centre. Linking these sites together could provide greater collective opportunities for greenspace, biodiversity and species adaptation and migration. However, there would potentially be a greater cumulative impact in terms of landscape impact.</p>		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site has informed the Council that they are going to bring the site forward		
Viability of the site	No indication of any constraints that could affect viability.		
Phasing	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner		

STICKNEY

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

	<p>time (2.6%) and self-employed (1.6%) in the village. In addition there were also nearly 4% less retired people overall in Stickney, at 2.4%.</p> <p>The most common types of employment in Stickney – in common with the average – are wholesale and retail, health and education. In the retail category, some 4% more employed locally than the average and nearly 2% more in the education sector. There were considerably fewer employed in the Accommodation sector (5.1% to 8.9%).</p> <p>There are several employers locally and the secondary school (uncommon in the villages) complements that number.</p>
Infrastructure	<p>Access. There is a range of facilities in the village and, although there is a commuter bus service there is not a shopper’s service to the sub regional centre at Boston.</p> <p>Water Infrastructure – Stickney is served by its own Water Recycling Centre. Using red, amber, green to show issues with the system Stickney is a green.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - West Fen Catchwater SNCI, Stickney Picnic Site SNCI</u></p> <p>Education. The Primary School at Stickney is recorded as having capacity for additional students and the same is true of the Secondary School.</p> <p>Health. There is a GP Surgery at Stickney, located in a modern building – there are no known capacity issues.</p>
Further commentary	<p>The village has a moderate allocation because of the level of existing commitments. It is well located near to both Spilsby and Boston with its own range of services and facilities to sustain residents.</p> <p>Both the allocations in the settlement are brownfield or have a brownfield element to them.</p>



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Scale 1:5500

STICKNEY

SITES FOR ALLOCATION IN STICKNEY

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

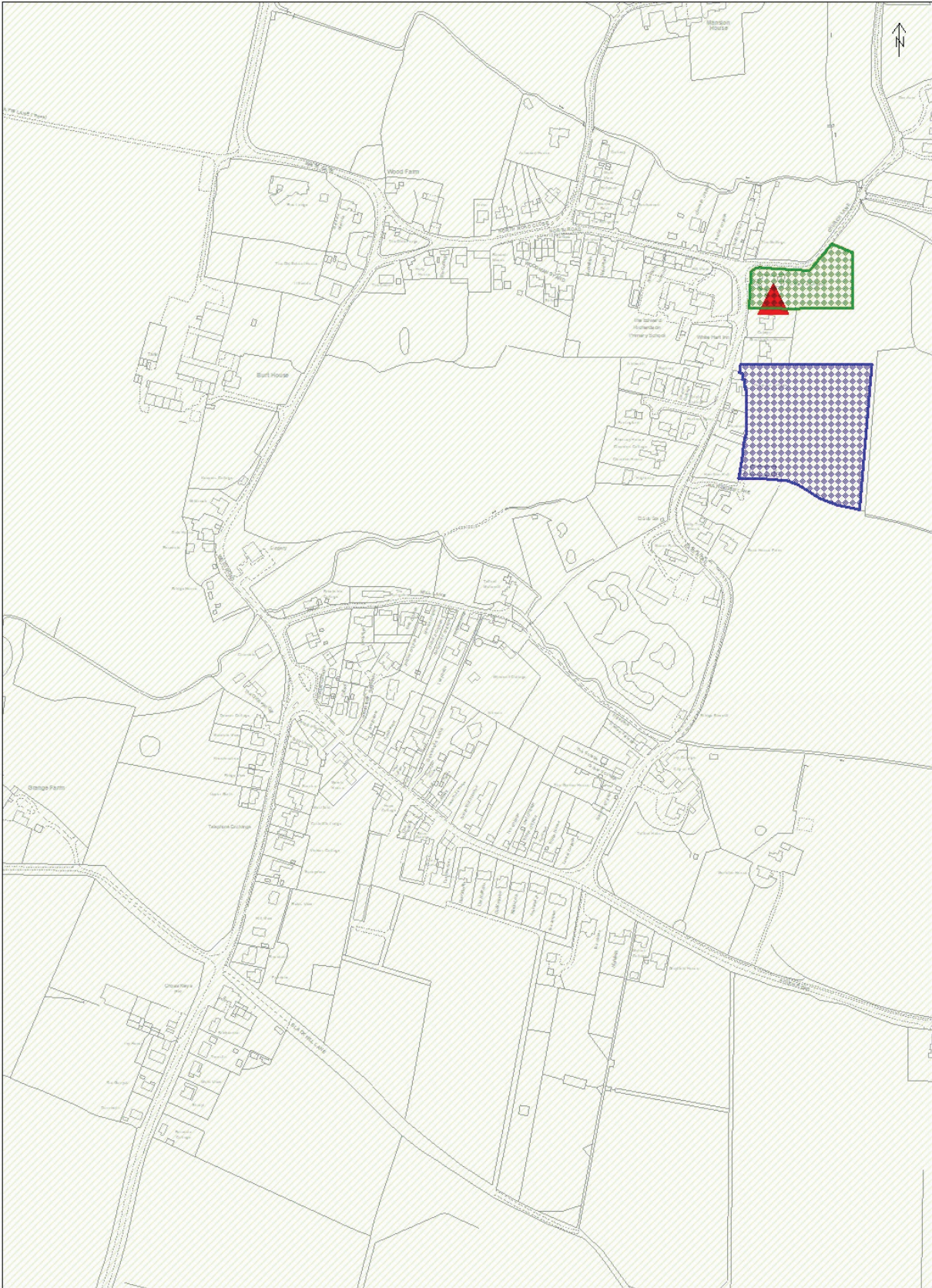
Site Reference	STK319	Promoter: Owner is known to the Council	
Site Location	Land adjacent to the a depot, Main Road, Stickney		
Site Description	Brownfield land with a mixture of buildings, open space and storage on it		
Site Area	0.78 ha	No of Dwellings	Capacity 22 reduced down to 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	Yes, the site is suitable; the site itself does not have strong boundary treatment in the form of hedgerows or trees, though the frontage boundary is stronger with mature planting along it. Whilst the site does not have much planting it is reasonably enclosed by planting from the adjacent site to the south though this is out of the control of the site and if removed would leave the site more exposed, at present the site would not impact on the wider landscape. The site is brownfield because it has a mixture of buildings and storage on it, a landscaping scheme would minimise the impact on the wider landscape. Adjacent to the site is a depot which is still in operation, this may impact on the capacity of the site and there would have to be a buffer zone along the northern boundary, this could be the gardens of any development. The site is within walking distance of services and facilities and there is a footpath on the opposite side of Main Road. Whilst development on the site could create an in depth form of development which could be at odds with the otherwise sporadic linear pattern of development, the Highway Authority have indicated that less accesses onto Main Road on highway safety grounds would be preferable and providing development in this part of the village was kept in line with the rear of the adjacent brownfield land to the north then it would be acceptable, the capacity of the site reflects this.		
Infrastructure	No major infrastructure constraints to the development of the site, it will need clearing.		

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

TETFORD

SETTLEMENT	TETFORD
Description of the services and facilities in the settlement	The village is a large village with one food shop, a primary school, a large employer, two public houses, a pre-school facility , a community hall, public playing field, children's play area and 1 church. It is on mains drainage, has a doctor's surgery, sports facility, shopper's bus service and a cemetery.
Location	Tetford is situated in a valley in the midst of the Wolds Area of Outstanding Natural Beauty. It is in the centre of the District between Horncastle (5 miles) and Louth (9 miles). It is not on the strategic road network.
Character	The village form is characterised by two distinct sections (Tetford and Little London), formed around a roughly circular road pattern dissected by the (tree lined) river and open fields to the west. It is almost exclusively made up of frontage development; one part stretches along North Road (Little London) and includes the church and primary school and the other along South Road. The hamlet of Salmonby lies to the south of and abuts the village.
Population & Housing	In 2011 the population of Tetford was 464, an increase of 42 (10%) over the 2001 figure. The structure of the population shows a marked difference to the district average with a preponderance of older people, notably 3.1% fewer children in the 0 to 9 age group (5.8%: 8.9%), 8.6 percent fewer people in the 20 to 60 years age group, nearly 8% more people in the 60 to 75 age group and 5% more in the over 75 category; With 205 households and an average density of 2.26 persons per household the density is similar to the East Lindsey average (2.24 pph). Over 50 percent of homes in Tetford are owner occupied compared to the District average of 42.4%; whilst the number that are mortgaged is the same at 26.8%. The number of homes where the head of the household is over 65 in Tetford is 44.9% which is 7.5% higher than the average and 84.8% of those households are owner occupied representing a similar (higher) margin over the average.
Employment	<p>In 2011 the Census records 53.9% of the working age population as being in employment compared to the District average of 55%. Of these 11.5% were employed part time (EL 14.3%) and 24.5% were full time employees (EL 29.8%). There were however, notably more (7%) self-employed workers than the District average of 10.9%.</p> <p>The main employment sectors of residents in 2011 were Education, Health and Manufacturing. In addition to the high percentage of people employed in education (Tetford 16%: EL 9.6%) there are also more employed in Health, Manufacturing, Construction and Professional/Technical work where the difference is nearly 5%. At the same time there were far fewer employed in the Wholesale and Retail sector (8.6%) compared to the average (17.5%)</p> <p>The Aura Soma business is a major employer locally however, the proposed relocation of the business will remove a major employer from the village. Other large employers include the school, doctor's surgery and nursing home.</p>

<p>Infrastructure</p>	<p>Access. Road links to Tetford are via B and C Class routes, there is a shopper's bus but no commuter bus service. Accessibility to Tetford is therefore quite poor.</p> <p>Water Infrastructure - Tetford has its own Water Recycling. Using red, amber and green as an indication of issues with the water system, the facility and water resources/supply is green. Flood risk is not an issue in the village.</p> <p>Education. There is a primary school in the village. Secondary education is available at Horncastle and Louth</p> <p>Health. Tetford has a GP surgery located in a modern, purpose built building, patient capacity has not been identified as an issue.</p>
<p>Further commentary</p>	<p>Tetford is classed as a large village, with facilities and employment opportunities; it is however situated in a more remote part of the District in terms of accessibility.</p> <p>Because of its location in a valley in the Lincolnshire Wolds AONB, the local topography limits growth opportunities at the edge of the village where the roads rise up to the hills and development would have a negative impact on the high quality landscape.</p> <p>Because of its location in the Lincolnshire Wolds Area of Outstanding Natural Beauty the Council has determined not to make an allocation of housing. It is felt that a housing allocation could not pass the three tests laid out in the national planning guidance that there should be robust justification to demonstrate the need for development; assessment of alternatives outside of the AONB; demonstration that mitigation measures can moderate any detrimental effects.</p> <p>Because of the level of its services and facilities the settlement remains a large village, choosing not to make allocations does not change its status in the Local Plan.</p>



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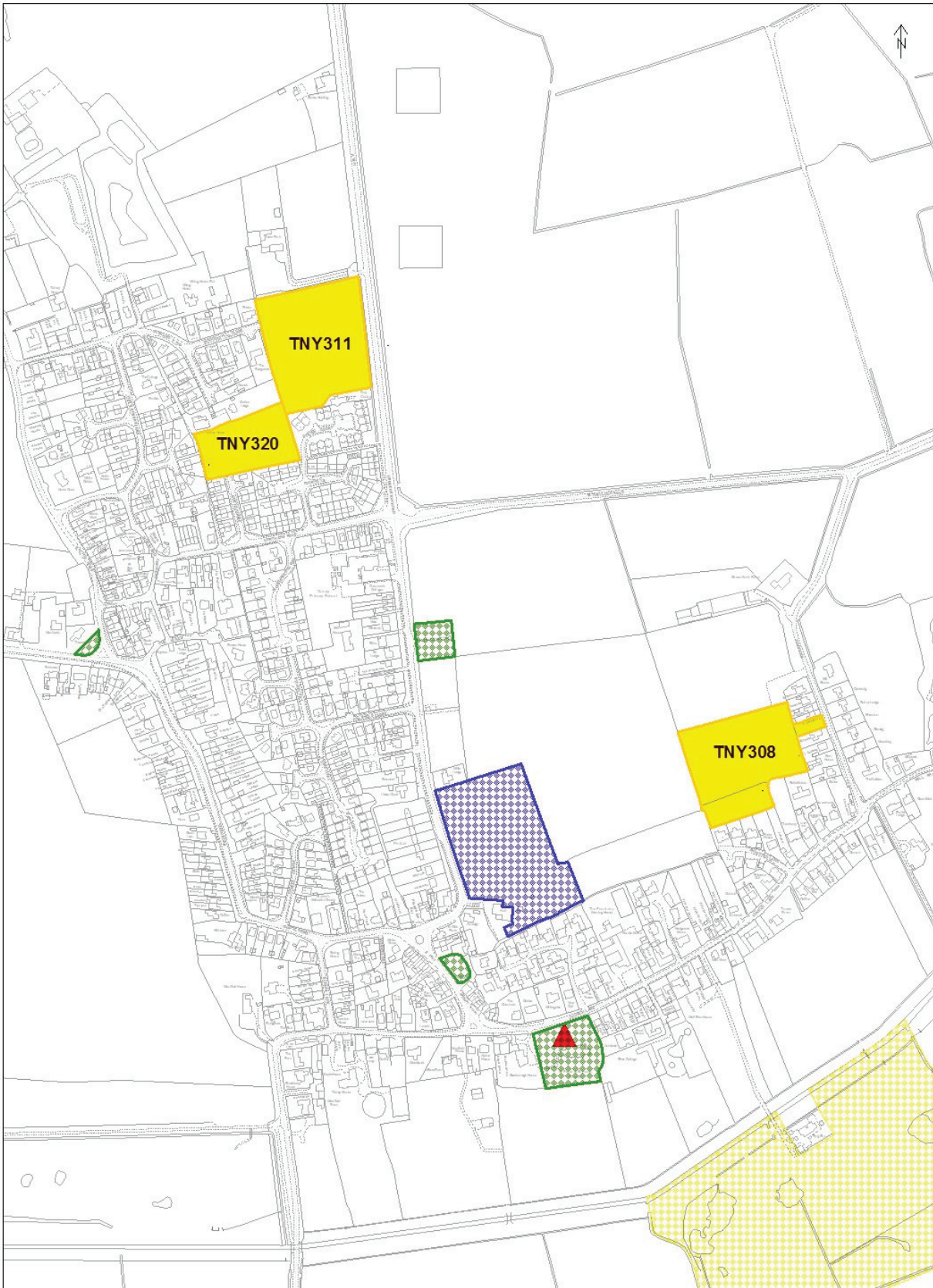
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TETFORD

TETNEY

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

	<p>The most common employment sectors in Tetney are Wholesale & Retail (16.8%), Health (13.1%), Manufacturing (11.4%) and Education (10.7%).</p> <p>The Census records 895 persons in employment at 2011, of whom 15.9 were employed part time (EL 14.3%) and 35.7% were employed full time compared to the average of 29.8%. The number of self-employed in the village (12.5%) was also higher than the norm of 10.9%, whilst the number of unemployed numbered 2.4% compared to the 4% average.</p>
Infrastructure	<p>Access. Tetney has good access to the strategic road network particularly via close connections to the A16 and although it has a commuter bus it does not have a shoppers bus.</p> <p>Water Infrastructure – Tetney is served by Tetney Newton Marsh Water Recycling Centre. Using red, amber, green to show issues with the water system, the facility is amber with water resources/supply being green. The eastern fringes of Tetney are potentially at risk from coastal flooding. In addition surface water events have occurred in the Town Road / Holton Road area in the past.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Tetney North End SNCI</u></p> <p>Education. The latest data from the County Council indicates that the Primary School has additional capacity. There is no secondary provision in Tetney and pupils must travel to either Louth or North Somercotes in East Lindsey or Waltham and Grimsby in NE Lincs.</p> <p>Health. Although there is no doctors’ surgery in Tetney, the North Thoresby Practice provides a service in both Thoresby and Holton le Clay that are both within 2 miles.</p>
Further commentary	<p>In common with much of the District, all of the sites in Tetney are greenfield sites. There is little history of employment or industrial workings in the village and therefore no brownfield land currently available for development.</p> <p>The eastern side of the village is starting to move into the coastal flood hazard areas. The remainder of the village is outside of flood risk and so there are still areas with development potential.</p> <p>There are already a high number of commitments in the settlement and therefore the allocation is not major but the allocated sites are near to services and facilities and sit well within the existing townscape; they also do not impact on the wider landscape.</p>



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Scale 1:4250

TETNEY

SITE ALLOCATIONS IN TETNEY

Site Reference	TNY308	Promoter: Owner is known to the Council	
Site Location	Land west of Hoop End, Tetney		
Site Description	Agricultural field		
Site Area	1.61 ha	No of Dwellings	Capacity 48 reduced to 10
Suitability of the site in broad planning terms	Yes the site is suitable. The site is partially in the red and orange zones on the EA flood hazard maps, this includes the access to the site and if development were to proceed, the area of the site suitable for development would be reduced. The site is an agricultural field with hedges along the most boundaries. It is approximately 800m from the centre of the village, although further from some facilities, and with a footpath link to the enable pedestrian access to services and facilities. The site sits within a flat landscape but is well screened from wider views by intervening development and landscaping. There is no impact on the townscape or historic environment. Capacity discounted because of the flood risk on the site.		
Infrastructure	There are no major infrastructure constraints		
Deliverability of the site	The owner of the site has confirmed that they are going to bring the site forward		
Viability of the site	There are no obvious issues with viability apart from flood risk		
Phasing	The owner of the site has indicated that they will bring the site forward in the first five years.		

Site Reference	TNY311	Promoter: Owner is known to the Council	
Site Location	Land west of Humberston Road, Tetney		
Site Description	Agricultural field		
Site Area	1.72 ha	No of Dwellings	Capacity 32 Potential affordable housing 30% - 9
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field which rises slightly to the west with boundaries of hedges. Biodiversity would be improved through a landscaping scheme. The site is on the outskirts of the village but is in an area which already has development to the west and south and therefore would form a natural extension of the village therefore it would not impact on the townscape. There is no impact on the landscape. There is no impact on the historic environment. The site is on the edge of the village approximately 95m from it but with development to the west and south, further to the centre of the village. There is no footpath or lighting for 95m though there is room to create one along the west side of the road. There is the ability to create a footpath through Staves Court, though a vehicle access would impact on the amenities of residents here so an access would have to be onto Humberston Road. The site is accessible to the village amenities including the school which is very close.		

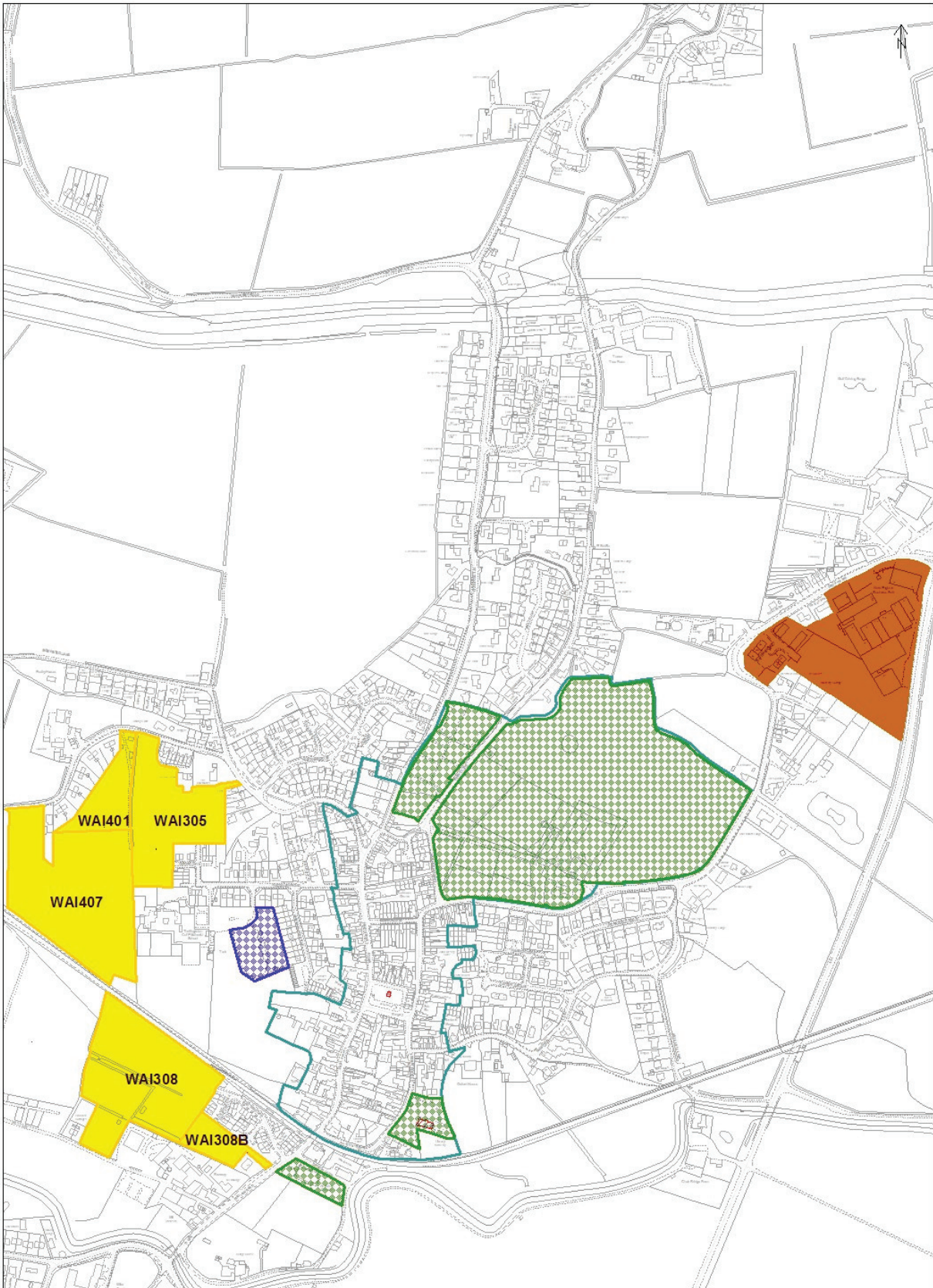
Infrastructure	There are no major infrastructure constraints. The site has a Lindsey Marsh Drainage Board maintained watercourse along the eastern boundary. An 8 metre stand off from all development will be required from the bank top of this watercourse
Deliverability of the site	The owner of the site has confirmed that they are going to bring the site forward
Viability of the site	There are no obvious issues with viability apart from the lack of footpath and street lighting but this is not a long distance
Phasing	The owner of the site has indicated that they will bring the site forward in the first five years.

Site Reference	TNY320	Promoter: Owner is known to the Council	
Site Location	Land rear of North Holme, Tetney		
Site Description	Agricultural fields		
Site Area	0.80 ha	No of Dwellings	Capacity 15 Potential affordable housing 30% - 4
Suitability of the site in broad planning terms	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with boundaries of hedges and trees. Biodiversity would be improved through a landscaping scheme. The site lies within the central part of the village but it has no access except over land belonging to others, it therefore is not accessible at this time. The site lies within the central part of the village so would be a natural development site and would not impact on the townscape. There is no impact on the historic environment.		
Infrastructure	There are no major infrastructure constraints, Drainage of surface water via infiltration may be unsuccessful. Where discharge of surface water to watercourses is preferred then off-site drainage improvements are likely to be required.		
Deliverability of the site	The owner of the site has confirmed that they are going to bring the site forward.		
Viability of the site	There are no obvious issues		
Phasing	The owner of the site has indicated that they will bring the site forward in the first five years.		

WAINFLEET

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

<p>Employment</p>	<p>At 2011 51.2% of 16 to 74 year olds were economically active, compared to the average of 55%. Although levels of part time employment are comparable with District rates, the proportion of workers who are employed full time is 3% lower.</p> <p>The 7 main employment sectors in Wainfleet match the most common for the District. There is some difference in the number of workers in each category, these are: - 3% more people in Wainfleet are employed in wholesale and retail, and 2.5% more work in education. In addition there are some 4.1% fewer people in Wainfleet who work in Public administration than the average (6.5%).</p> <p>There is a small employment estate between the village and the A52.</p>
<p>Infrastructure</p>	<p>Access. The A52 and railway provide good links to nearby centres and there is a commuter bus service but not a shopper bus.</p> <p>Water Infrastructure – Wainfleet is served by its own Water Recycling Centre. Using red, amber and green as indicators of issues with the water system the facility and water resources/supply is green. Flood risk from the surrounding drains/rivers is a potential issue for large parts of the village.</p> <p>Education. There is capacity at the Primary School in the village which is recorded as having capacity for additional students. Secondary provision is available in Skegness, Boston or Spilsby.</p> <p>Health. There is a GP surgery in Wainfleet with additional capacity.</p>
<p>Further commentary</p>	<p>As set out above there are several potential constraints to the capacity of infrastructure to accommodate additional growth in Wainfleet without further investment. Flood Risk is a significant issue in Wainfleet, with both fluvial and coastal flooding affecting parts of the village; some in combination.</p> <p>Given the issue with the level of flood risk in and around the settlement the amount of growth for the settlement is only moderate but considered appropriate.</p>



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Scale 1:5000

WAINFLEET

SITE ALLOCATIONS FOR WAINFLEET

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

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

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

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

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

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

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

WOODHALL SPA

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

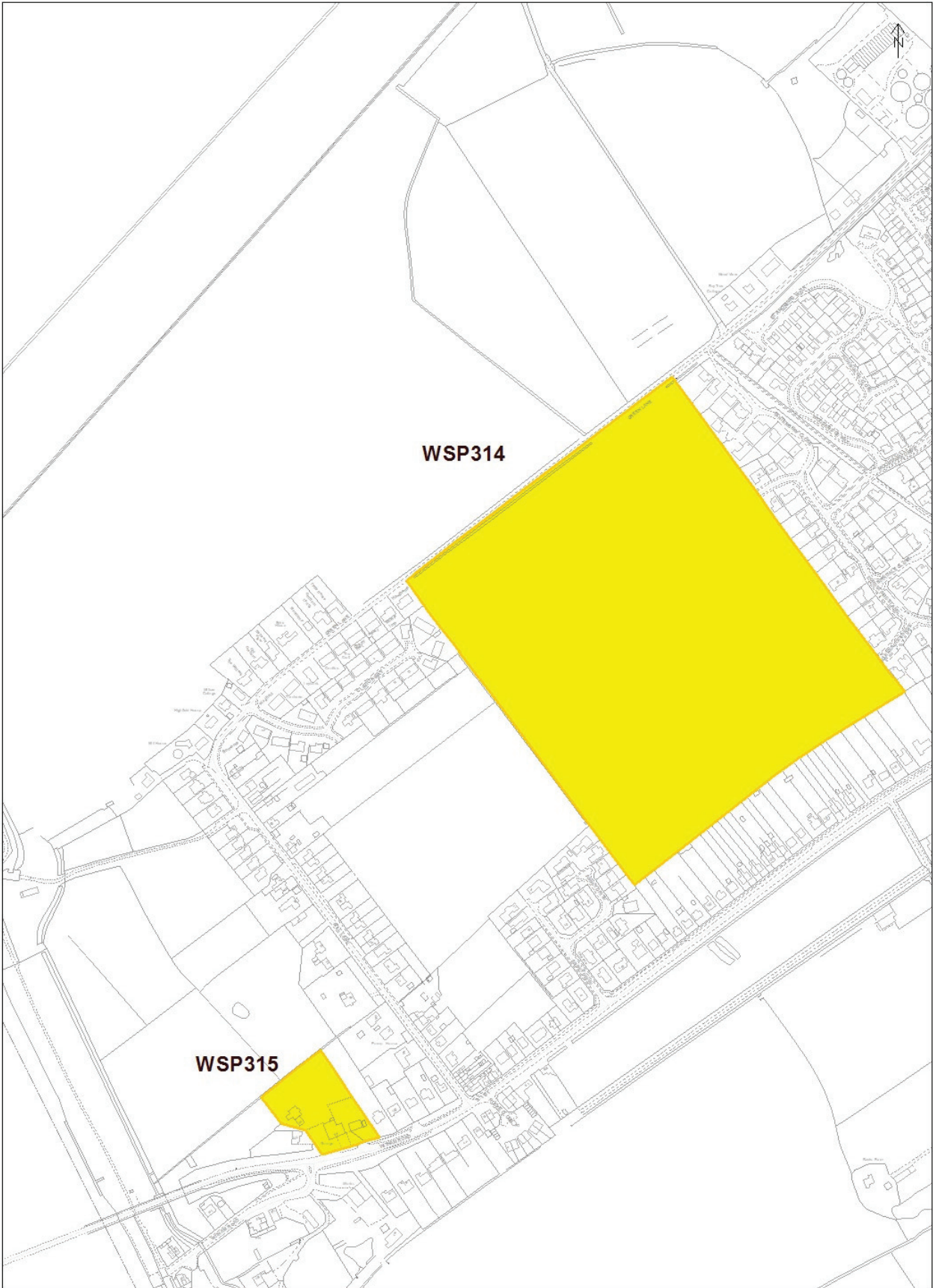
	<p>2.6% is 3 times the average of 0.8%, and there are also fewer privately rented homes.</p> <p>In the context of age and the head of the household this translates into a high (49.9%) proportion of households where the head of the house is over 65 compared to the average of 37.4% of which nearly 86%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

[Disused Railway Line - Woodhall Spa SNCI, Abbey Lane - Kirkstead](#)
[Disused Railway Line SNCI Witham Way, SNCI Witham Way LWS](#)

In common with much of the district, Woodhall Spa does not have a lot of brownfield land.

As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.

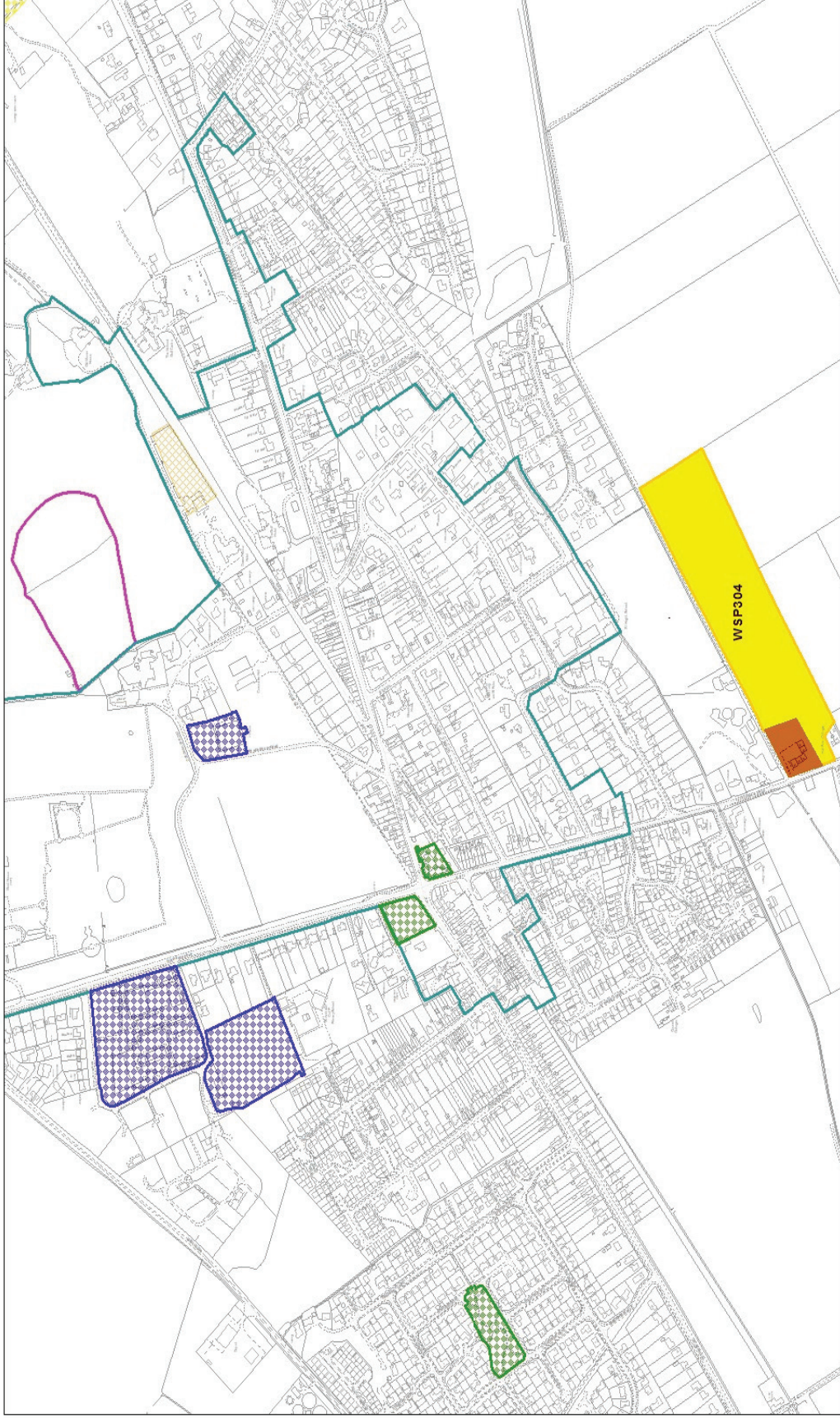
Woodhall Spa Parish Council are undertaking a Neighbourhood Development Plan (NDP), this will contain policies only and will have its own proposals map showing areas which its policies wish to protect



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Scale 1:3500

WOODHALL SPA

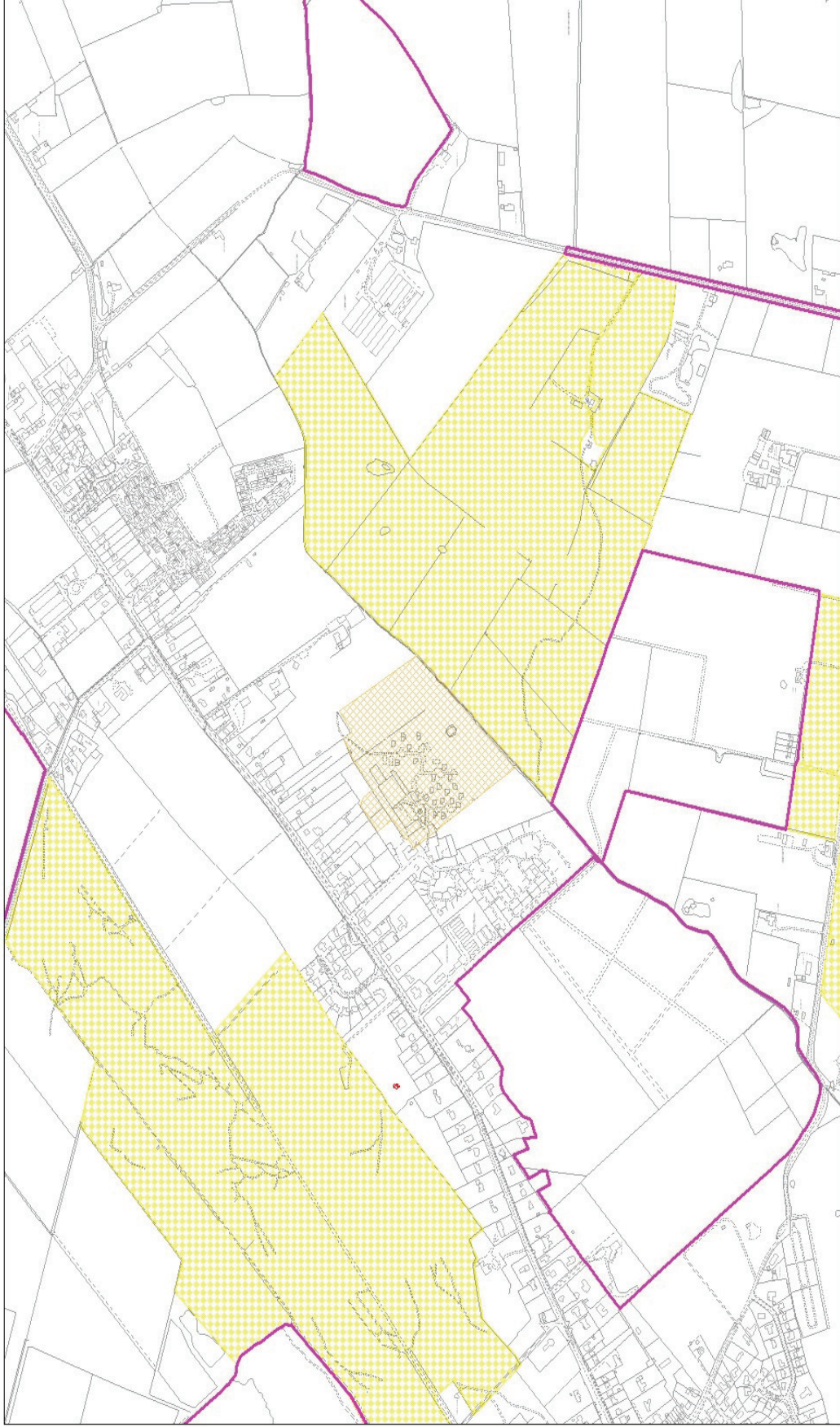


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WOODHALL SPA



1:7000

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WOODHALL SPA

SITE ALLOCATIONS IN WOODHALL SPA

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

Site Reference	WSP314	Promoter: Owner is known to the Council	
Site Location	Land off Green Lane, Woodhall Spa		
Site Description	Agricultural Land		
Site Area	13.79 ha	No of Dwellings	Capacity 290 as confirmed by the developer Potential affordable housing 40% - 116
Suitability of the site in broad planning terms	<p>Yes the site is suitable. The site is not in flood risk. The site is a flat agricultural field with an open boundary along green lane and the dwellings on the east and south boundaries. Development would not impact on the wider landscape because the site when viewed from Green Lane looks back to the built environment and views are obscured</p>		

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

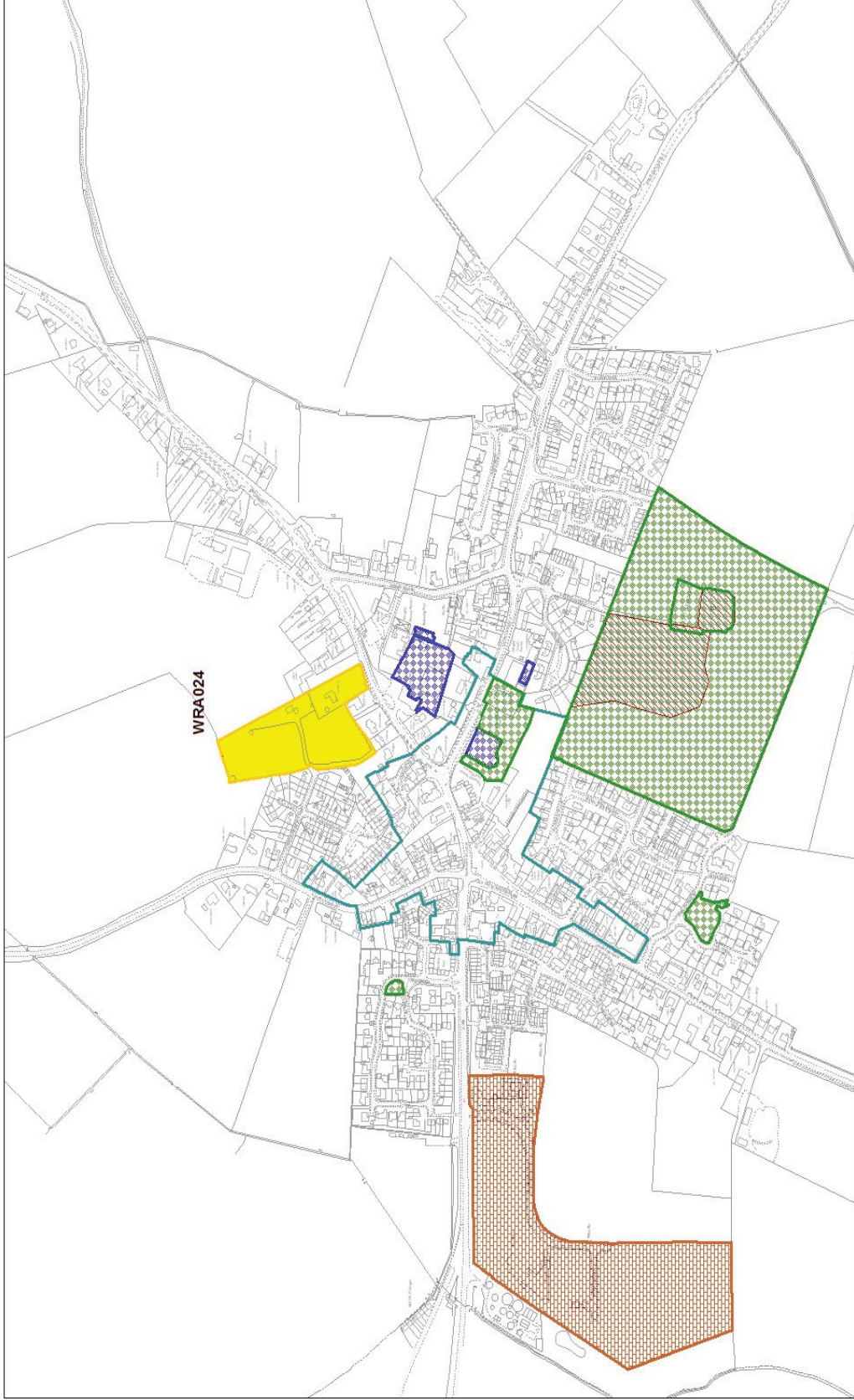
Site Reference	WSP315	Promoter: Owner is known to the Council	
Site Location	Garage on Witham Road, Woodhall Spa		
Site Description	Petrol filling station, house and garden		
Site Area	0.66 ha	No of Dwellings	Capacity 13
Suitability of the site in broad planning terms	Yes the site is suitable. The site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



WRAGBY

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

<p>Employment</p>	<p>Two large employers have closed their operations in Wragby over the last 20 years and although the village has an identified employment site which hosts the fire station, a children’s nursery, take-up of the site has been limited. The allocation has therefore been reduced in size to reflect anticipated need and planning permission has been granted for housing in 2013 on part of the site. The rest of the site as shown on the inset map will be protected for future employment uses.</p>
<p>Infrastructure</p>	<p>Access. As indicated above Wragby’s location on the strategic road network and associated public transport service provides good access to the wider range of services in close-by Lincoln.</p> <p>Water Infrastructure – Wragby is served by its own Water Recycling Centre. Using red, amber and green as indicators or issues the settlement is green.</p> <p>Education. There is currently no spare capacity at the Primary School. An extension to the school funded through existing developer contributions is proposed to resolve the issue.</p> <p>Health. There is a doctor’s surgery at Wragby. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p>
<p>Further commentary</p>	<p>Wragby has a number of services and facilities including a vibrant centre which lies on the main route through the village. The settlement has a number of existing commitments and therefore there is only the need to allocate one site. W</p>



North arrow and scale 1:5000

TF1378

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SITES FOR ALLOCATION IN WRAGBY

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

CHAPTER 3 – COASTAL SETTLEMENTS

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

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

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

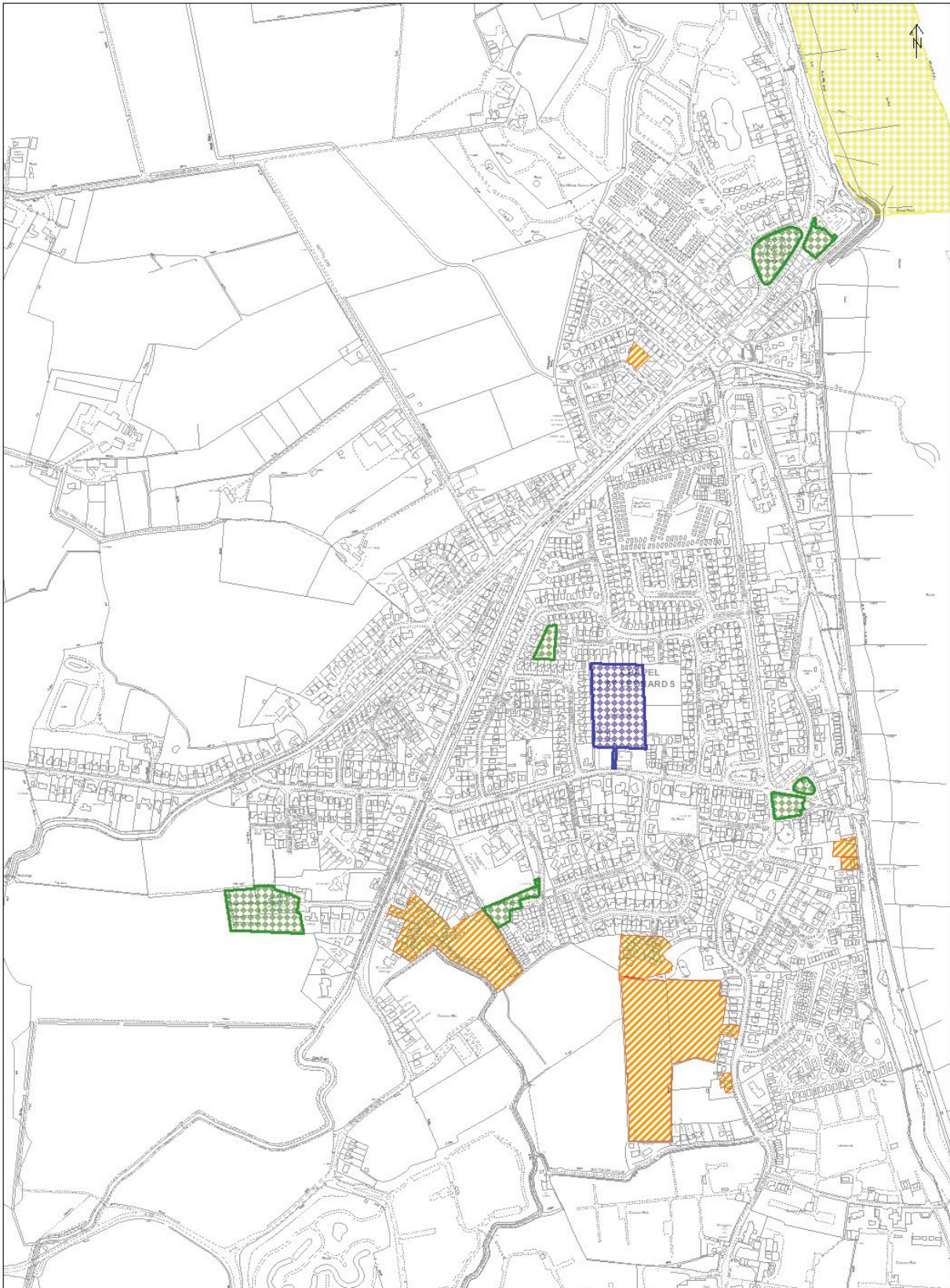
Addlethorpe	0
Anderby	2
Chapel St. Leonards	152
Croft	15
Ingoldmells	176
Mablethorpe	128
New Leake	0
North Cotes	0
North Somercotes	55
Saltfleetby All Saints	7
Saltfleetby St. Clements	0
Saltfleetby St. Peter	1
Skegness	608
Skidbrooke + Saltfleet Haven	3
South Somercotes	0
Sutton On Sea	155
Theddlethorpe All Saints	0
Theddlethorpe St. Helen	6
Trusthorpe	0
TOTAL	1308

CHAPEL ST LEONARDS

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

	<p>the norm of 42.4%. (The number owned with a mortgage in Chapel is 18%, compared to the average of 26.8%).</p> <p>There is also a significant difference in the number of social rented households in Chapel with only 6.1% compared to the average of 11% for the District. Chapel St Leonards also has a high (17.3%) level of privately rented households recorded- the norm is 15.3%.</p> <p>As might be expected the number of households where the head of the house is over 65 (at 49.7%) is considerably higher than the average of 37.4% and similarly the percentage of over 65 owner occupiers is also above the norm, there are however 50% fewer socially rented households occupied by the 65+ age groups.</p>
Employment	<p>There is no Council sponsored employment site at Chapel St Leonards and the site identified in the previous Plan has not been brought forward.</p> <p>Analysis of the main employment sectors confirms that tourism accommodation is the largest employer with 22% (EL 8.9%) involved in that sector. At 19.2% Wholesale and Retail is the next largest sector compared to 17.5% across the area, whilst third is the Health largest form of employment. There are variations between Chapel St Leonards across other sectors but, apart from the Manufacturing and Education sectors which both employ 3% fewer locally, these variations are relatively small.</p> <p>At the time of the Census 11.1% of people in the 16 to 74 age group were economically active compared to the average of 14.3%. of those far fewer (19.4%) were employed full time to the Districts 29.8%. there were also a smaller number of self-employed people recorded (7.9% : 10.9%) and also fewer people employed part time.</p> <p>The number of retired persons (37.8%) was also significantly higher in Chapel at 37.8% compared to 24.1% across the area but the number of unemployed was only slightly higher at 5.5% compared to 4%.</p>
Infrastructure	<p>Access. Although Chapel is located close to the A52 coast road and has good links to the services in Skegness access to the inland towns and beyond is more circuitous. There are good public transport links providing access to higher order services in the nearby towns for commuters and shoppers.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Chapel Point Dunes, North LWS, Chapel Point Dunes, South LWS</u></p> <p>Water Infrastructure - As a coastal settlement the key threat at Chapel St Leonards is from coastal flooding (either breaching or over-topping). The Willoughby High Drain also has an outlet at Chapel Point and there may be an issue around flooding linked to this water way.</p> <p>Education. There is a primary school at Chapel. Secondary education facilities are available in Alford and Skegness</p> <p>Health. Chapel St Leonards has a doctor's surgery that is part of a larger practice. The practice has a high patient to doctor ratio, with</p>

	issues in the summer season by the high influx of visitors to the practise. The hospital at Skegness is also relatively close by.
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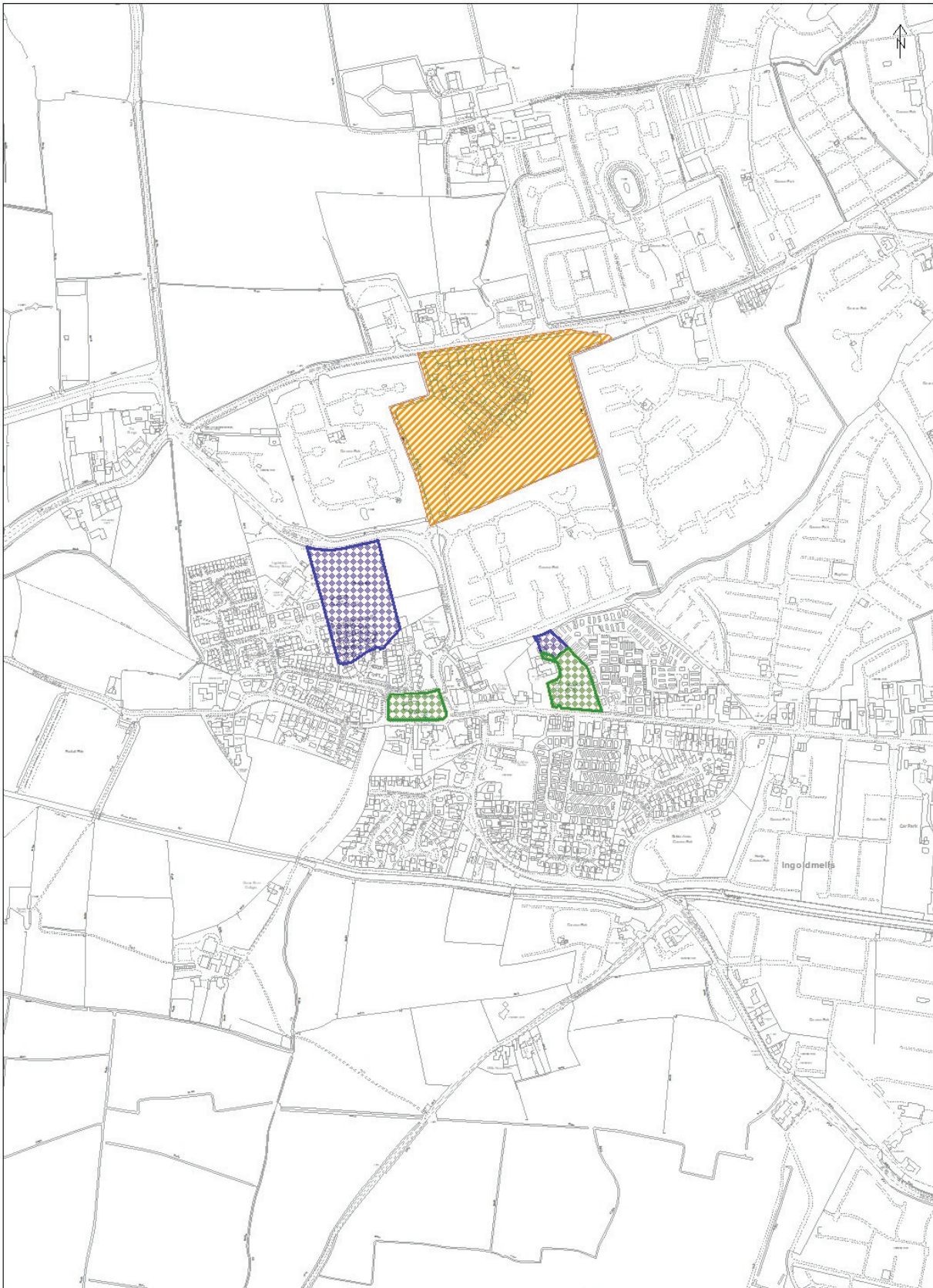
Scale 1:6000

CHAPEL ST LEONARDS

INGOLDMELLS

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

	<p>there were nearly 17% fewer 'owned with a mortgage' (10%: 26.8%). In terms of social rented households the proportion in Ingoldmells was 17.1% compared to the 11%, and there were also marginally more privately rented households recorded. (16.7%: 15.3%).</p> <p>There are 7.2% more houses (whose head is over 65) in Ingoldmells than the average of 37.4% and nearly 80% of these are owner occupied – just 2% higher than the average; but at 5.1% far fewer older households live in affordable housing than the typical 9.1%.</p>
Employment	<p>There is no dedicated industrial site in Ingoldmells and the local economy is dominated by the tourist economy including the Butlins Holiday Park. In 2013 there were in excess of 8300 static caravans recorded in the Parish, representing 34% of the total along the coast, and the management/maintenance of the different elements of the holiday offer is the major economic driver locally.</p> <p>Also, with Skegness close-by there are further opportunities for employment in a more diverse market locally.</p> <p>The Census highlights the dominance of tourism on the economy; it records the main employment sectors as Accommodation & Food Services and confirms the dominance of that sector that employs 52.1% (EL 8.9%). A further 11.4% of jobs are in the Wholesale & Retail sector (EL 17.5%) with 'Other' at 9.2% the 3rd most common which is also higher than the average (EL 5.6%).</p> <p>Of the 1662 persons in the 16 to 74 age group at the 2011 Census, 33.3% were in full time employment and only 11.3% were part-time compared to the averages of 29.8% and 14.3% respectively, suggesting that despite the dependence on tourism, it has little seasonal impact.</p>
Infrastructure	<p>Access. Located on the main coast road with good links, including a commuter bus service into Skegness, residents of Ingoldmells can readily access a wide range of facilities/services. There is no evidence to indicate that tourist traffic is a serious issue locally.</p> <p>Water Infrastructure - As a coastal settlement Ingoldmells faces the threat of flooding from a breach or overtopping of the sea defences and the settlement lies in the 'danger to all and most' categories. The impact of any growth in the amount of holiday accommodation on the capacity of the sewerage system which is served by the Ingoldmells Water Recycling Centre. Using a red, amber, green to show issues with the system, the facility is red.</p> <p>Education. There is a primary school in Ingoldmells Secondary Education is available in either Skegness or Alford.</p> <p>Health. Ingoldmells doctor's surgery is part of a larger group which has a high doctor to patient ratio. Additionally the hospital at Skegness is available There are known issues linked to the number of visitors using local health services and putting pressure on their ability to deliver during the summer months.</p>



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Scale 1:6000

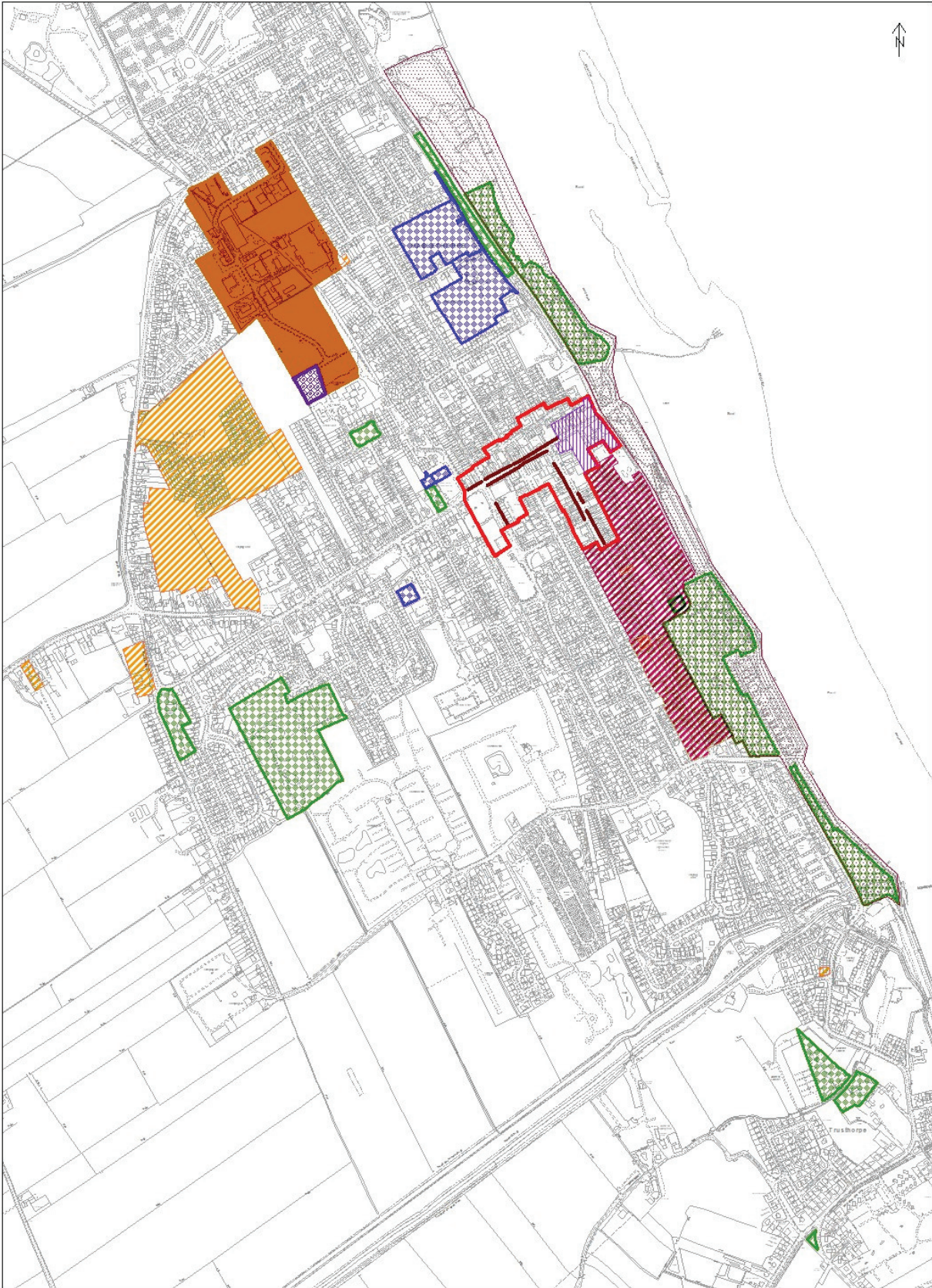
INGOLDMELLS

MABLETHORPE/SUTTON/TRUSTHORPE

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

	<p>years the figure is more than 2% in each grouping, rising to 4% lower in the 40 to 59 age bracket.</p> <p>By comparison in the 60 to 74 groups the proportion locally is 9% higher than the average and 4% higher for the over 75's indicating that the population is top heavy.</p> <p>At the Census there were 6708 households in Mablethorpe and Sutton and a resident population of 12531, equating to an average of 2.07 persons per household which is markedly lower than the District average of 2.24.</p> <p>In terms of home ownership the combined owned, and owned with a mortgage, levels in the settlement, at 71.8% are 2.6% higher than the District average. By comparison the social rented and privately rented proportions are broadly in line with the average.</p> <p>In Mablethorpe and Sutton, the head of the household is over 65 in 49.9% of cases compared to the average of 37.4% reflecting the imbalance in the overall population structure. Of these 83.1% are owner occupied compared to the average of 77.9%.</p>
Employment	<p>The Golf Road Industrial site, supported by the Council, provides the opportunity for economic diversification and reducing reliance on the tourist industry. However, as there has been little interest on the site and the bulk of the land allocated in the 1995 Plan remains undeveloped; and whilst expanding the employment base remains a Council objective no additional land is proposed in the Plan.</p> <p>Employment in tourism linked to the foreshore attractions, and the holiday camps / caravan sites remain a core feature of the local economy particularly in Mablethorpe itself and between Trusthorpe and Sutton on Sea where there are several large sites.</p> <p>The main employment sectors in the town are Wholesale and Retail (18.6%), Health and Accommodation. Of these the Health and Accommodation sectors vary most from the average (health 16.9% compared to 13.2%) and Accommodation (14.2% compared to 8.9%)</p> <p>There are also fewer people employed in Education (6.2%) compared to the average of 9.6%.</p> <p>In terms of employment the Census tells us that that time the number of economically active in the 16 to 17 age group in the town was just 41.6% compared to the average of 60.8% and that compared to the typical 29.8% of full time employees there were only 16.6% in Mablethorpe and Sutton. However, although the rate of unemployed was 0.6% higher than the 4% norm that figure is clearly not too distant from the average.</p>
Town Centre	<p>The High Street in Mablethorpe provides the main focus for the bulk of the retail and commercial activity in the town, between the Co-op store and the foreshore. There is some activity along the side streets where they abut High Street and a straggle of shops running further west as far as the Lidl store on the corner of Stanley Avenue. Stanley Avenue has also established itself more specifically as the 'community' hub with the more recent development of the Community Hall, Library and Council Offices, Children's and Medical Centres.</p>

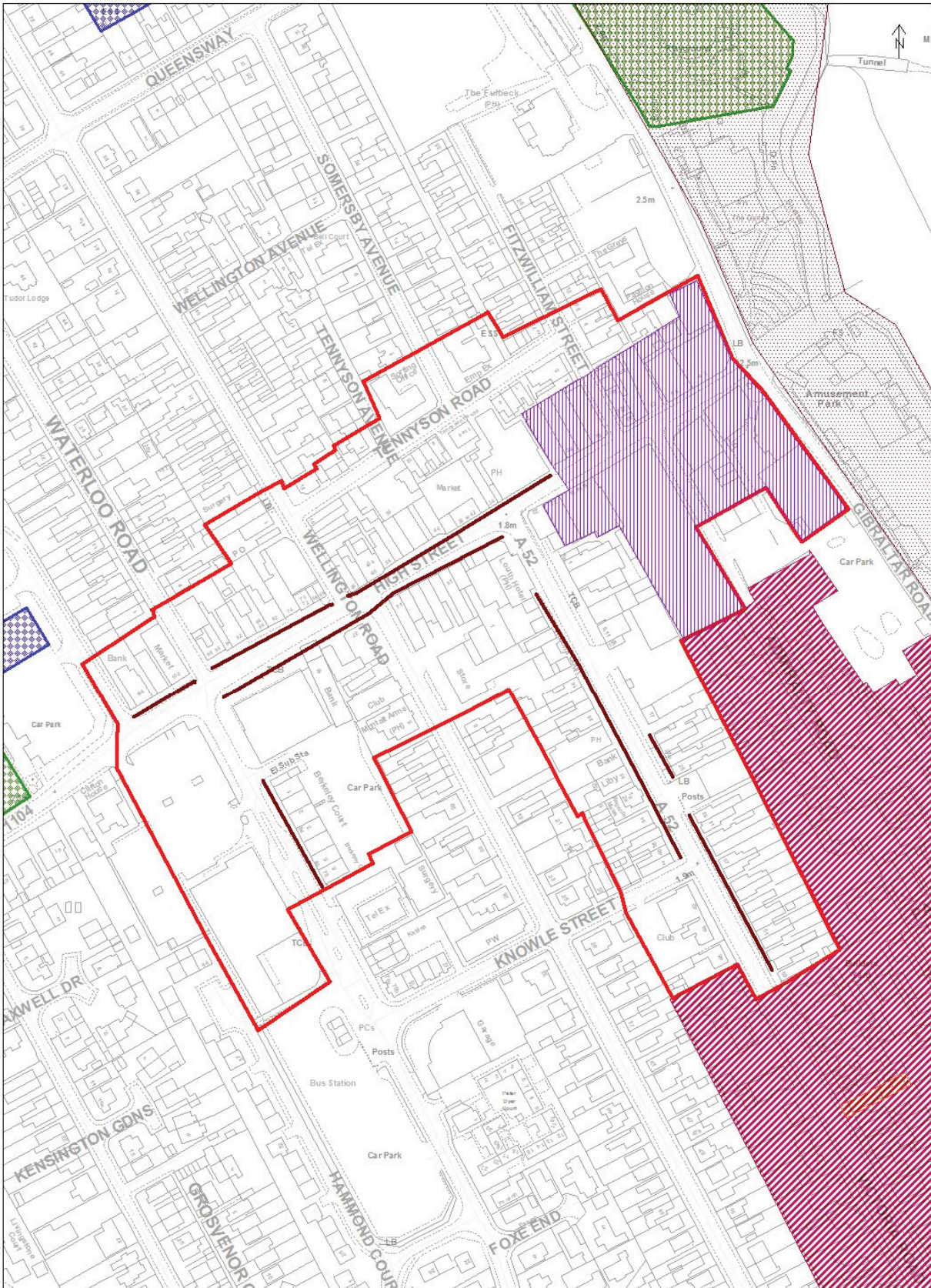
	<p>At the eastern end of the High Street the holiday influence dominates land use and between Victoria Road and the Quebec Road that runs behind the sea wall. Here the aim of the Plan is to re-inforce that role by concentrating amusements so that they build on the main attractions on the foreshore itself, and at the same time protecting the core shopping area and primary shopping frontage to the west and south on Victoria Road.</p>
Infrastructure	<p>Access. Although Mablethorpe is located on the strategic road network with links north, south and west, the quality of those roads is comparatively poor and this contributes to the 'remoteness' of the town. The No9 bus service provides good links to Louth and Skegness and there is a town service available in the summer months. Because of the elongated, linear pattern of development access to the core facilities in Mablethorpe for residents of Sutton on Sea may be limited.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Mablethorpe North Dunes cLWS Sutton on Sea Foreshore RIGS Sutton on Sea Dunes, Hillside Avenue to Sandhurst Road cLWS</u></p> <p>Water Infrastructure - The main issue for Mablethorpe and Sutton on Sea is the threat of flooding from breaching and/or overtopping of the sea defences. The Wold Grift Drain (a main river) has its outfall at Trusthorpe and there is some potential for flooding associated with it. Limited development is proposed and will limit the pressures placed on the sewerage works and network</p> <p>Education. There are 2 primary schools in the town, There are secondary schools nearby in Alford, North Somercotes and Louth Health. There are 2 doctors' surgeries in Mablethorpe that are part of a joint practice. Retaining medical staff is an issue and the practice has a high patient to doctor ratio which, when combined with a high number of old persons in the local population, creates issues for service delivery. The influx of tourists to the town also exacerbates this problem.</p>
Further commentary	<p>A site with a maximum of 7 transit Gypsy and Traveller pitches is shown on the proposals map as allocated on the Mablethorpe Industrial Estate. This will be subject to an occupancy condition limiting occupancy to 15th March to the 31st October or the following Sunday because it is in the coastal zone and subject to coastal flood risk.</p>



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Scale 1:8000

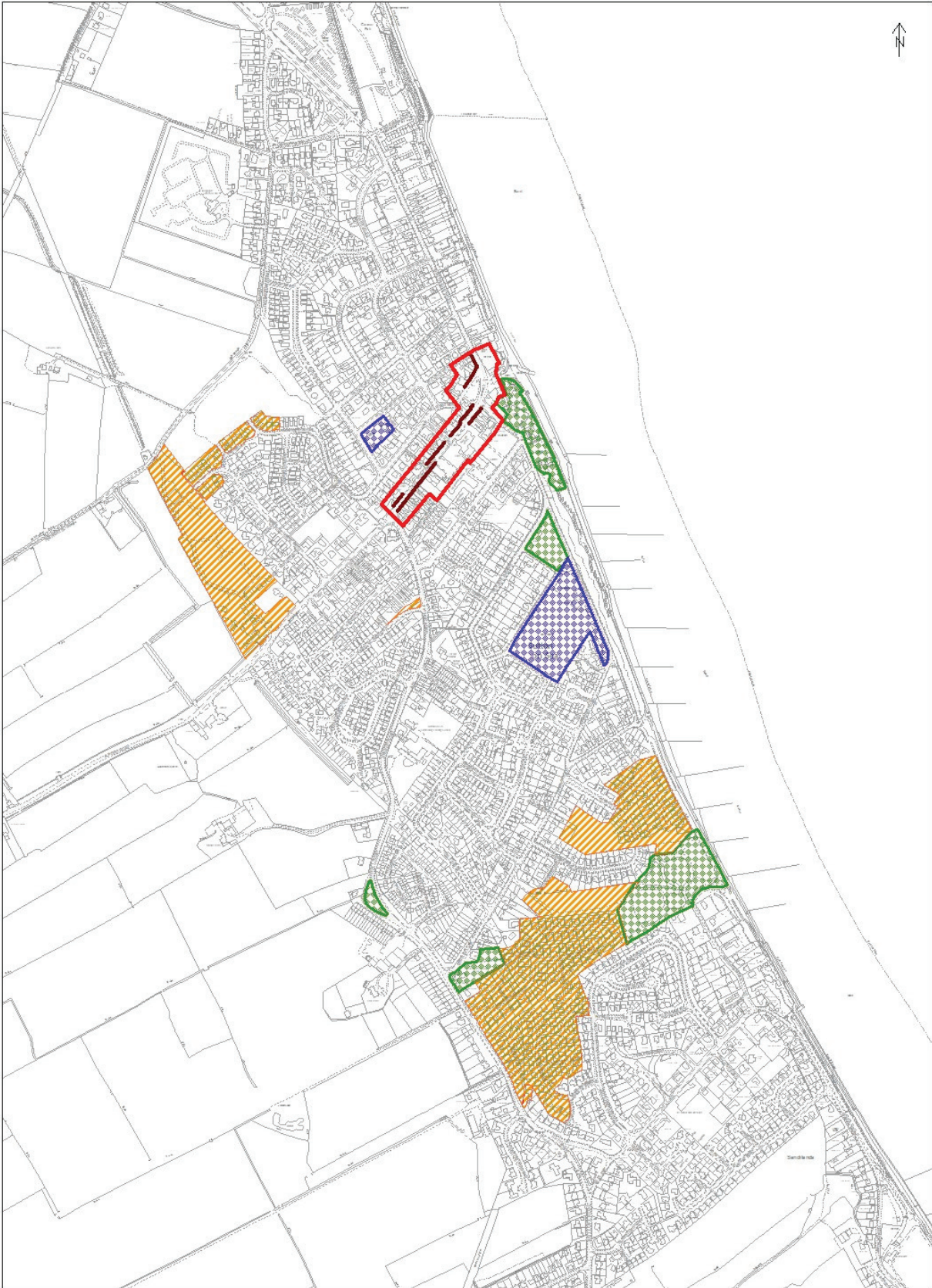
MABLETHORPE AND TRUSTHORPE



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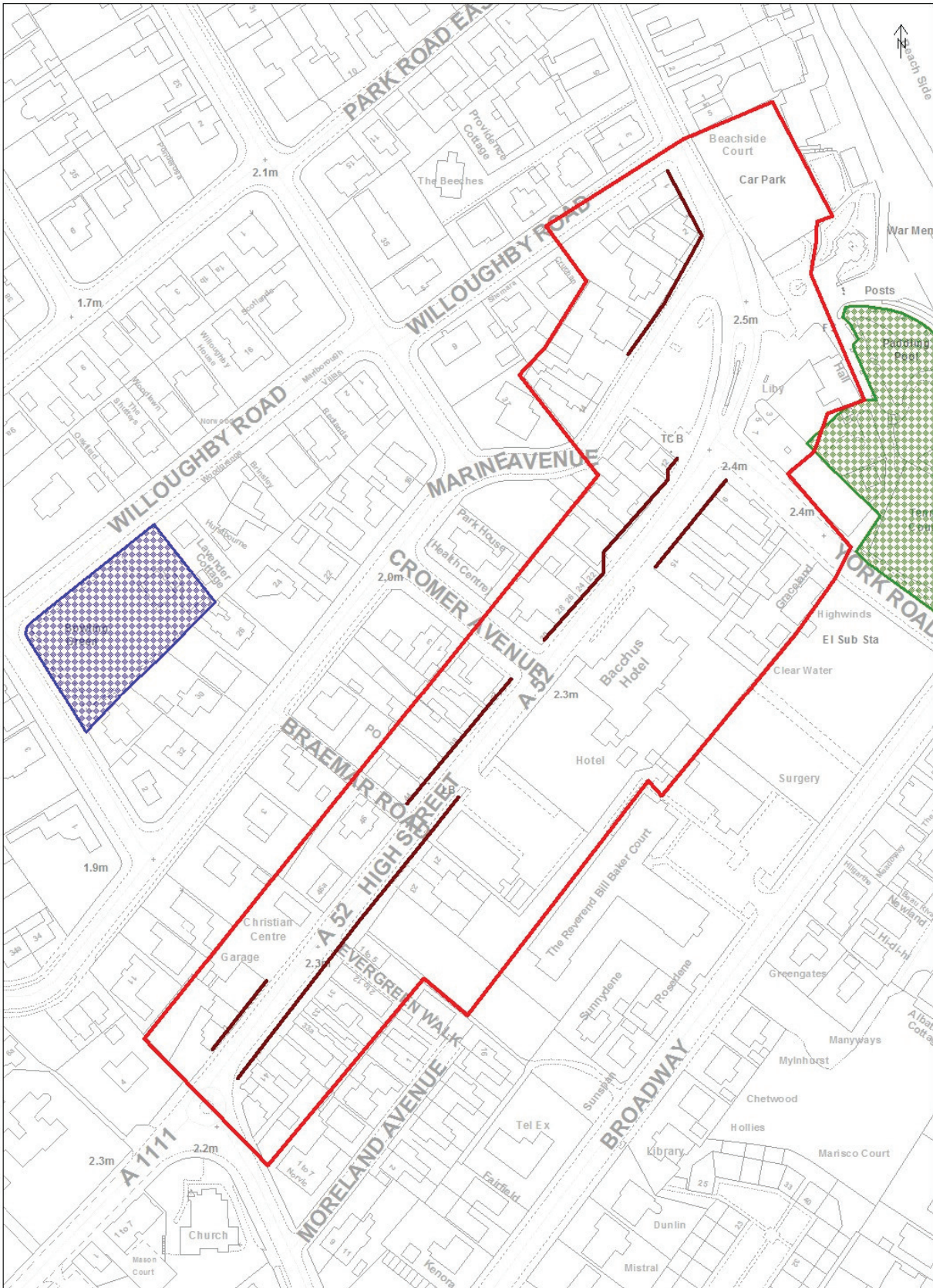
MABLETHORPE TOWN CENTRE



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SUTTON ON SEA



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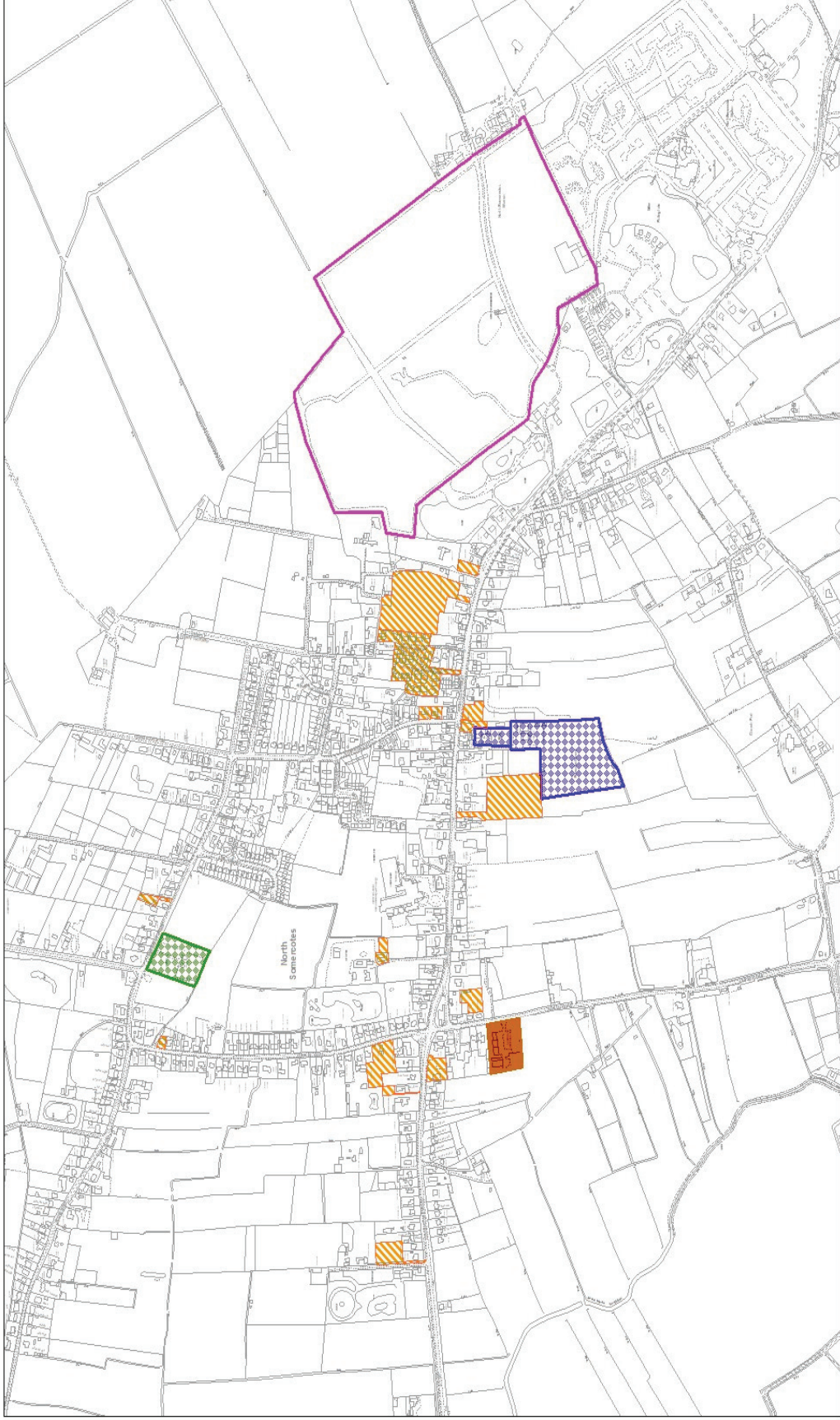
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SUTTON ON SEA TOWN CENTRE

NORTH SOMERCOTES

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

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



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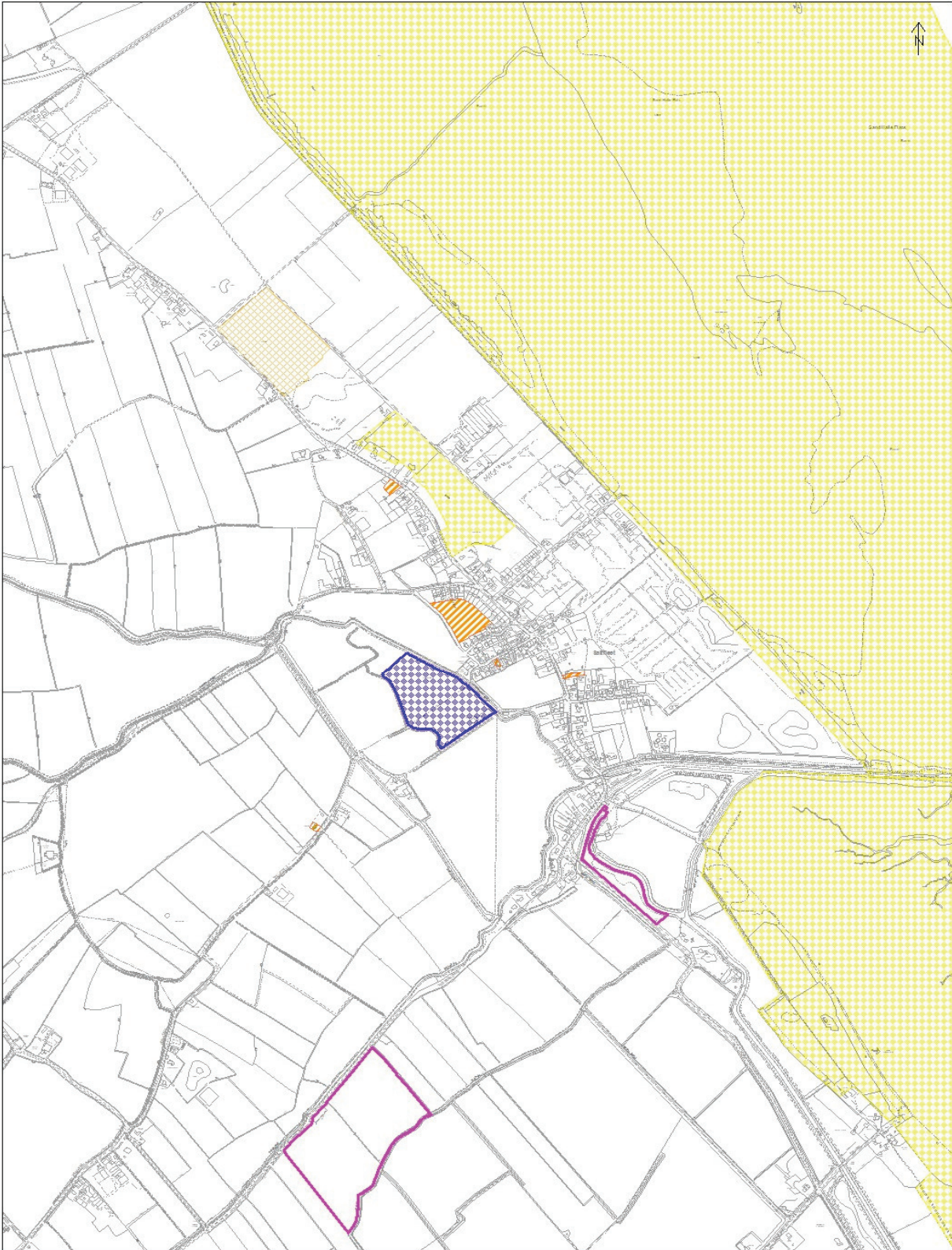
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NORTH SOMERCOTES

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

	<p>Significantly, the number of economically inactive' retired' persons at 48.6% is double the local average and is probably an indicator of the villages' attraction as a retirement spot. The spread of employment type undertaken by the resident population is broadly in line with or close to, the District average. The numbers involved in Agriculture at 7% is marginally higher than the average (4.5%) and Construction employs 10.2% compared to the 7.9% average. Because the numbers in other categories are small it is difficult to draw any firm conclusions from the data.</p>
<p>Infrastructure</p>	<p>Access. As indicated above the village lies on the A1031 which is part of the strategic road network. Despite this the nature of the road and the B-class road to Louth means that access to larger centres is somewhat constrained. There is a commuter bus but no service suitable for shoppers.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - Warren Road Dunes LWS, Saltfleetby to Theddlethorpe Dunes Nature Reserve LWS</u></p> <p>Drainage. Because of its proximity to the sea large parts of the area immediately around the village lie in the Danger to All Flood Hazard zone identified by the Environment Agency, the potential to develop in Saltfleet is seriously constrained. Although the main road and developed core of the village sit on slightly elevated land (about 4 to 5M above sea level) few other areas are not at risk.</p> <p>There are no specific drainage issues identified in Saltfleet but its proximity to the Saltfleet Haven, that provides an outlet for the many of the streams that drain the surrounding marsh means that in addition to tidal inundation there is potential risk from that source.</p> <p>Education. There are no schools in Saltfleet. The nearest Primary provision is at North Somercotes over 2 miles away, where secondary provision is also available.</p> <p>Health. The nearest health facilities are available in North Somercotes where there is a doctor's surgery.</p>



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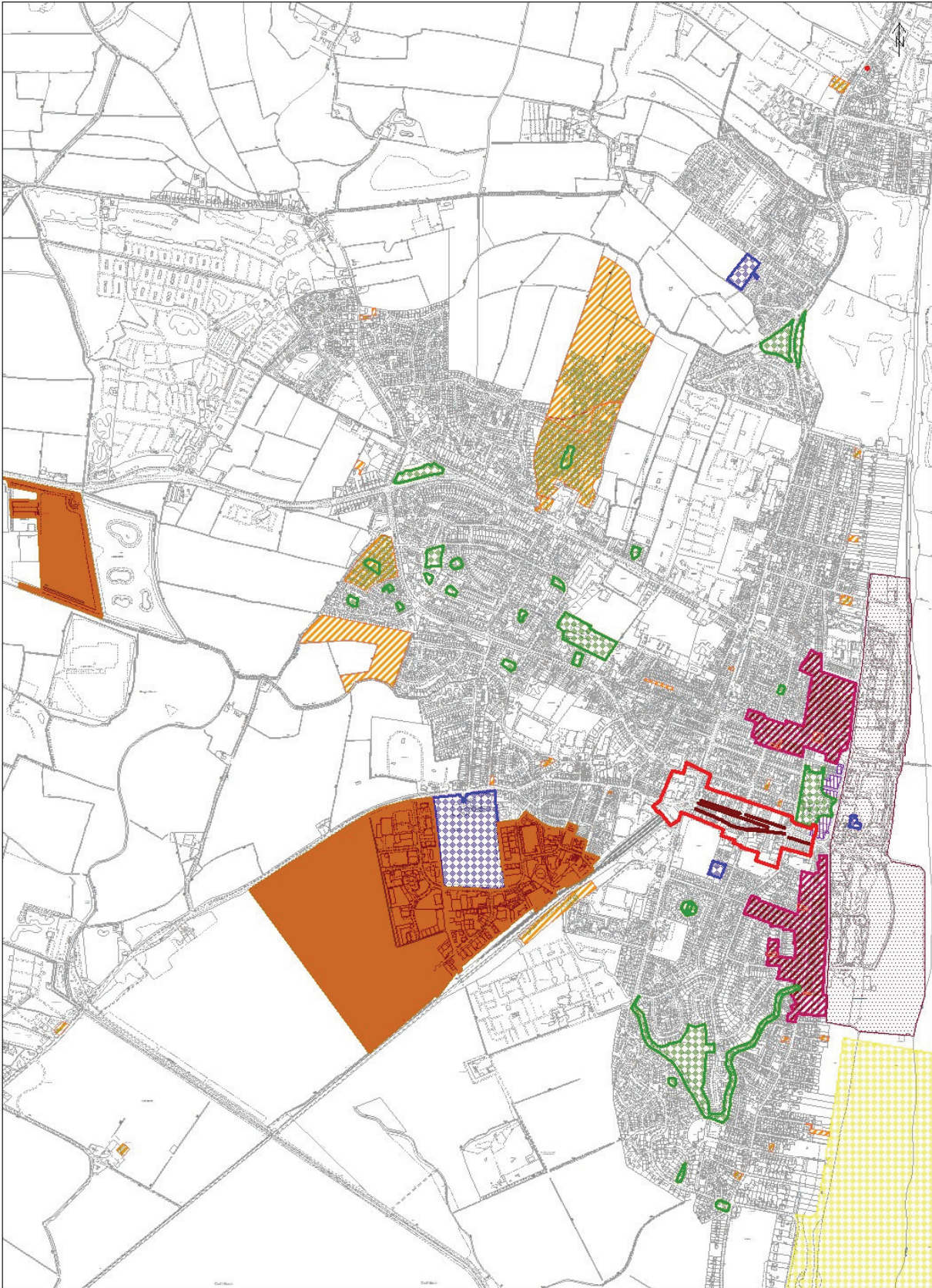
SALTFLEET

SKEGNESS

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

	<p>The Census records 9003 households in Skegness at 2011 with an average occupancy rate of 2.17 persons per household, slightly lower than the 2.24 District average.</p> <p>Home ownership levels (including those with a mortgage) in the parish are significantly lower than the average. At the time of the Census only 32.5% of houses were owned outright (EL 42.4%) and 22.1% were owned with a mortgage (EL 26.8%) and it is assumed that in part this is possibly a reflection of the low wage economy associated with the tourism industry.</p> <p>In terms of the social rented sector, Skegness in line with the other towns has a higher proportion of people living in social housing at 15.7% compared to the average of 11%. More notable however, is the proportion of privately rented sector households at 25.9% compared to the EL average of 15.3%.</p>
Employment	<p>As part of its strategy to diversify the local economy the Council has continued to support the development of non-tourism based industries in the town. However, a significant part of the allocated employment site remains undeveloped from the previous plan despite having the benefit of planning permission. The town has lost a number of large employers in recent years as businesses have been rationalised following the economic slump in 2008.</p> <p>The release of a further 9 hectares on the Burgh Road will provide further choice for potential developers and both sites have good links to the strategic road network which are essential if they are to be accessible to the markets.</p> <p>In addition to the range of opportunities on the employment sites the tourism sector either linked to the foreshore amusements or holiday accommodation/camps and entertainment and the retail and commercial activities of the town centre all make a significant contribution to the economy and local income levels and employment trends.</p> <p>At the time of the Census the proportion of economically active 16 to 74 year olds in Skegness was 60%, close to the average of 60.8%. However, although the numbers in part time employment were broadly in line with the average the proportion of full time employees 27.7% was 2.1% lower than the average and the number of unemployed (6.3%) was higher than the average 4.0%.</p> <p>The main employment sectors in Skegness are Wholesale & Retail (21.2%), Accommodation (17.3%), Health (11.7%) and 'Other' (9.0%). The Wholesale and Retail and Accommodation sector rates were 3.7% and 8.4% higher than the average respectively and, although the Health figure is lower (by 1.5%) the Other category is also 3.4% higher. Given the importance of the tourism sector these variations are probably unremarkable, with the exception of the lower than average health sector.</p>
Town Centre and Foreshore	<p>The Plan identifies the town centre and foreshore areas as distinct zones where different activities take place. At the same time it recognises that there are linkages between the two and that the town centre is also both an attraction for tourists and for many part of the journey to the tourism and leisure zone.</p>

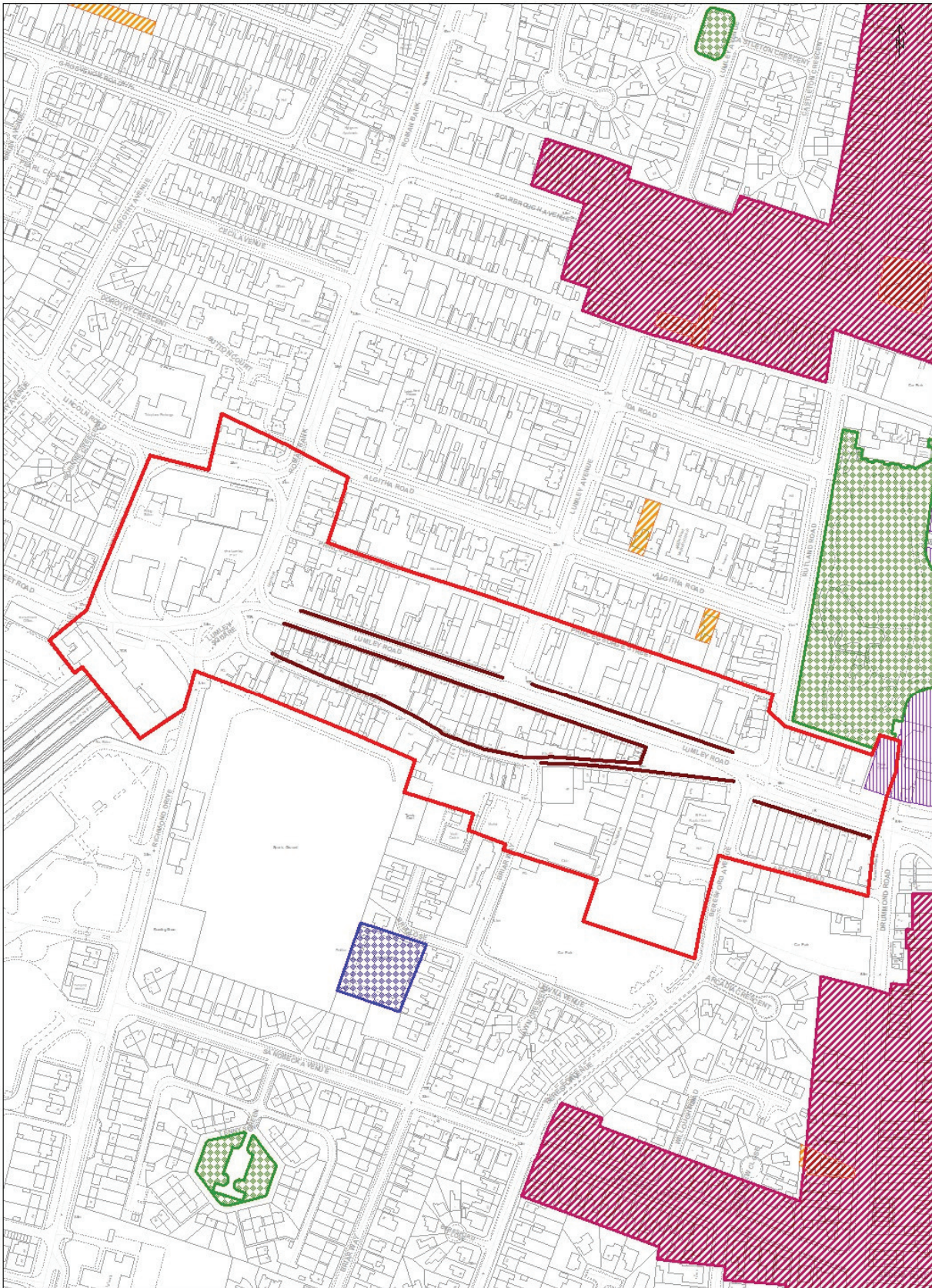
	<p>With that in mind the Plan identifies primary shopping frontages along parts of Lumley Road and the High Street where it considers it important that the retail offer is retained to ensure a strong and healthy town centre. This is mirrored in the foreshore by the identification of a central amusement zone. whilst in the secondary shopping frontages On the north side of Lumley Road and between Grand Parade and Rutland Road the Council will promote a mix of uses. This is shown on the proposals map.</p>
<p>Infrastructure</p>	<p>Access. There is good access to and from Skegness along the main road network and along with regular bus services to Lincoln via Spilsby and Horncastle, south to Boston via Wainfleet, and to Alford. The town also benefits from a frequent 'town' service, and is the only town with a rail link – also to Boston.</p> <p><u>The following Local Wildlife Sites are not shown on the settlement map but may need consideration if development comes forward in or near their location - North Shore Golf Course cLWS, Sea View Walk, Skegness LWS, Lagoon Walk Dunes, Skegness LWS</u></p> <p>Drainage. The critical 'drainage' issue at Skegness arises from the threat of tidal flooding and/or overtopping.</p> <p>Education. There are five primary schools located about the town including the new Beacon Primary Academy There are 2 secondary schools in Skegness, the Academy and a Grammar school.</p> <p>Health. In addition to a 'small' hospital there are two group practices at Skegness</p>



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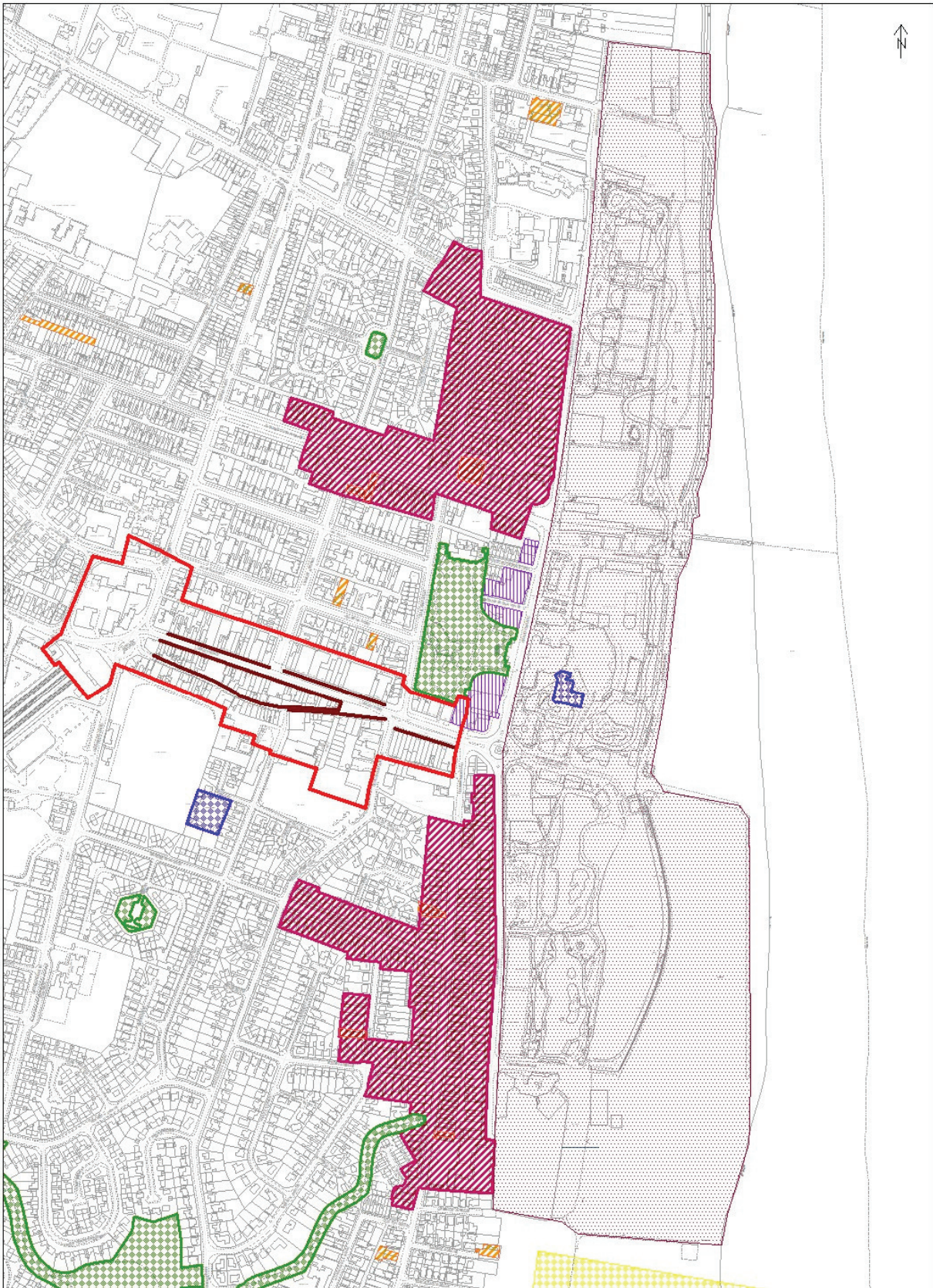
SKEGNESS



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SKEGNESS TOWN CENTRE



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SKEGNESS FORESHORE