

Chapter 18

Coastal (South)

Skegness

Skegness Central

Skegness Town Centre

Burgh Le Marsh

Chapel St. Leonards

Chapel St. Leonards Village Centre

Ingoldmells

Ingoldmells Village Centre

Wainfleet All Saints

Croft

Hogsthorpe

Orby

Wainfleet St. Mary

Welton Le Marsh

Addlethorpe

Anderby Creek

PART B

Ingoldmells (Inset Maps 43 and 43.1)

18.34 Whilst Ingoldmells has been taken together with Skegness for the purposes of the Structure Plan in defining towns in the District settlement hierarchy, the Local Plan regards Ingoldmells as a separate community with its own character and identity and particular land use and planning problems and opportunities (Policy A2).

18.35 Its major role in the tourism economy is illustrated by the fact that 56% of all coastal holiday caravans are located within the parish. Although holidaymakers outnumber permanent residents by about 40 to 1 at the height of the season, it is a relatively large village, with just under 2000 population and with local services and facilities of sufficient scale for it to be a main village in its own right. The rate and type of recent house building indicates its popularity as a place of retirement. The Local Plan needs to provide certainty for local residential amenities, services and facilities for the permanent population, whilst also catering for the ever changing needs and fluctuating trends in the holiday industry. The Council considers the best means of achieving this is by ensuring a degree of segregation through general area zoning policies, as shown on the inset map (Policy T2).

18.36 To protect residential amenities and all year round services to the village, holiday facilities and attractions will be directed, in accordance with Policy T3, to Ingoldmells Point, Skegness Road (the former A52) and Sea Lane. Sea Lane fulfils the role of "promenade" because coastal conditions and sea defences make it difficult to have "sea front" facilities. Therefore, to promote the holiday character towards a more continental atmosphere, development along its frontage (east of its junction with Hurdman Way) will only be permitted where such factors as siting, elevation and

hard and soft landscaping, contribute to and enhance the "boulevard" street scene.

18.37 To reinforce the individual identities of coastal settlements engulfed by holiday caravans and other tourism uses, it is particularly important to identify areas protected from development to prevent coalescence. The minimum open space considered necessary to achieve this between Chapel St. Leonards and Ingoldmells and Ingoldmells to Skegness is shown on Inset Map 43. This does not necessarily prevent development altogether as many open air uses, involving few buildings, could be acceptable in principle. An aerodrome is a good example of a use which is compatible with the principle of Policy ENV20.

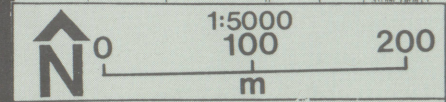
18.38 It is particularly necessary to reappraise the residential allocation in Ingoldmells if it is to retain a village character and community identity, and in view of the overall Structure Plan allocation and relative needs of other settlements throughout the district. The areas are shown on the Inset Map 43.1 (Sites A, B and C). It is not anticipated that the whole area as shown South of Anchor Lane, will be developed within the Plan period. To ensure a continuous supply of land, development will have to accord with a Development Brief for the area which will, in particular, require a strong element of phasing. The identification of a large area should make it more feasible for developers to ensure that a percentage of the site is dedicated to the first time buyer or rented sector of the housing market (Policy H1). Broad evidence of need for such accommodation is reflected in the fact that 30% of permanent households in Ingoldmells is in residential mobile homes (according to the 1981 Census).

18.39 The area of land to the north-east of Ingoldmells bounded by Anchor Lane,

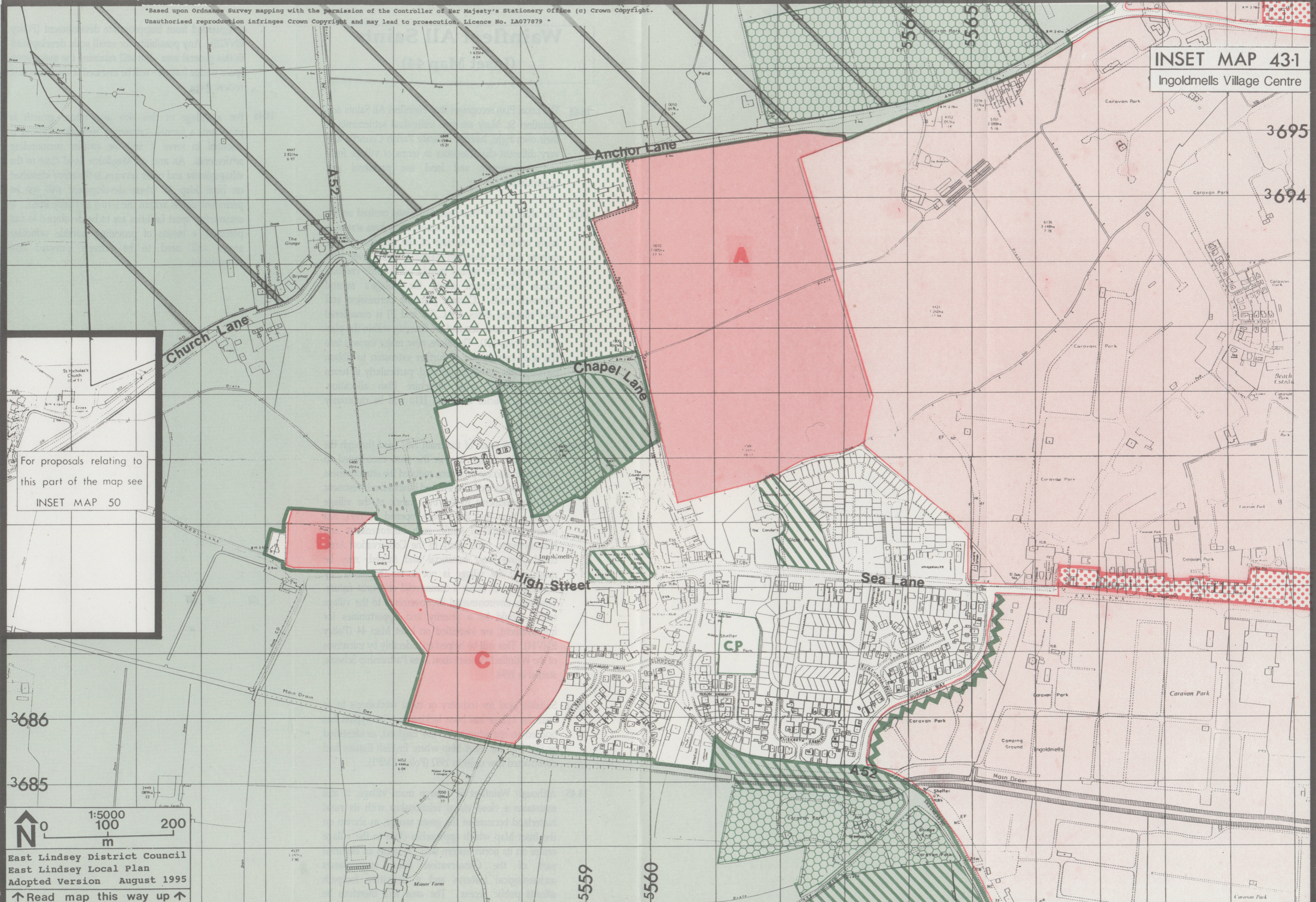
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INSET MAP 43-1
Ingoldmells Village Centre

For proposals relating to
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INSET MAP 50

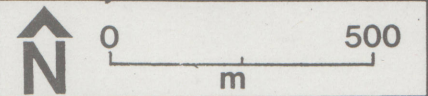


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Chapel Road and Housing Site A, has potential for sensitive development under Policy ENV13 to replace a discontinued industrial use and former allocation for housing. The Council will generally support proposals here which would add to the range of facilities for both local residents and visitors. Potential uses which could include recreational facilities, visitor attractions, local employment opportunities, farm diversification projects, leisure uses and housing, including low cost housing for local needs. Housing proposals on this site would need to be very carefully assessed in relation to their position alongside other uses on the site and, in particular, to the open aspect of the site and its surroundings. For instance, proposals for housing set in an otherwise open or undeveloped landscape are unlikely to win approval. Because of the large size and presently exposed nature of this site, the Council would exercise great care in making sure that the environmental and amenity criteria, in particular, of all pertinent policies are met. This will mean that any proposals here must be of an appropriate scale, relate sympathetically to adjoining uses and to their countryside setting and not create any unreasonable amenity risk for local residents.

18.40 All development in Ingoldmells is dependent on the Winthorpe Drain which requires improvement prior to further development.



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For proposals relating to
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INSET MAP 42

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INSET MAP 50

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INSET MAP 43.1

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ADDLETHORPE CP

INGOLDMELLS CP

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INSET MAP 43
Ingoldmells

Wainfleet All Saints (Inset Map 44)

18.40 The Local Plan recognises that Wainfleet All Saints and Wainfleet St. Mary are two individual settlements in their own right, having separate Parish Councils and very different characteristics in terms of village form and environment and land use problems and opportunities.-

18.41 The older part of Wainfleet All Saints, centred on the Market Place and having Conservation Area status, is fairly compact but because of the presence of the railway and the Wainfleet Haven/Steeping river, later development has spread mainly northwards creating ribbon development along the village's several approach roads. Current planning permission and land allocated (Sites A,B,C,D,E and F) is considered sufficient to meet demand for housing within the plan period (Policy H1). Therefore, new, major inroads into the open countryside or further extension to ribbon development cannot be justified, particularly in terms of the district wide Structure Plan allocation. Therefore, Policies DC1 and H10 will be rigorously applied.

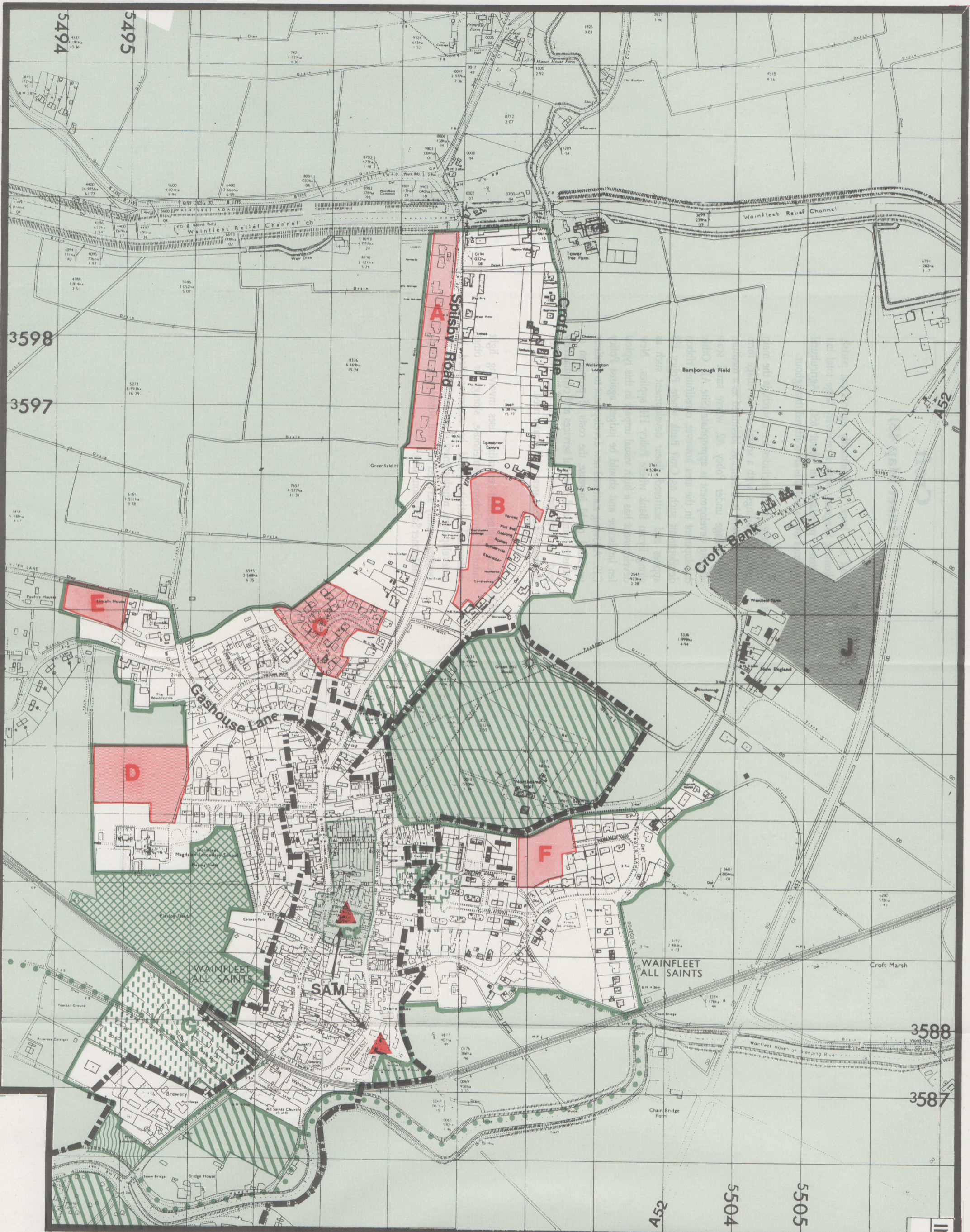
18.42 The tortuous route of the main A52 road through the heart of the village has, in the past, contributed to parking and access problems, reduced the attractiveness of the shoppers environment and inhibited reinvestment and improvements to the built fabric of the village centre. Now that the bypass, opened in 1991, has diverted extraneous traffic, such improvements and enhancements, particularly to the Conservation Area, could prove most beneficial and indeed, may be essential if the village is not to be "bypassed" by business too, of either a commercial or tourist nature. Therefore, environmental improvements to the village centre should be a priority and opportunities for improvement, are identified on Inset Map 44 (Policy ENV14). This will be helped considerably by initiatives of the Wainfleet

Conservation Area Partnership Scheme, started in 1994.


18.43 Suitable land for industry or rural workshops in or near the village has been lacking but the bypass has opened an opportunity at New England, as identified as Site J on the Inset Map where English Estates had constructed new units in 1992 (Policy EMP1).

18.44 Although Wainfleet is a large main village, it still maintains a close visual relationship with its rural hinterland because of the green wedge, as shown on the Inset Map which approaches close to the village centre on its north eastern side. It forms an essential part of the Conservation Area, encompasses archaeological features and a definitive footpath affords public access. The area will therefore be safeguarded from inappropriate development (Policy ENV20). Any possibility for small scale development in this general area - but still retaining the major open space wedge feature - will be assessed at the Plan's first review stage.

18.45 For a village of this size and where growth is promoted, a formal community recreation ground is essential to serve it and the smaller surrounding settlements. An area off Magdalen Road close to the village centre and other services is therefore identified on Inset Map 44 where development will not be permitted unless within the terms of Policy REC2. If community sport facilities are to be developed to full potential, a means of providing suitable vehicular access will need to be actively pursued and safeguarded.



For proposals relating to this part of the map see INSET MAP 48


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INSET MAP 44
 Wainfleet All Saints


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Croft (Inset Map 45)

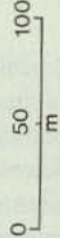
18.46 Croft is a large, predominantly agricultural parish, adjoining Skegness, with a relatively large total but scattered population of about 650. Agricultural buildings and farmsteads are scattered throughout.

18.47 Croft village, which includes the Church, is the main group of buildings, with a semblance of village form and character. It is therefore identified as a medium sized village under Policy A2, where small scale housing development is appropriate (Site A). Other development in the area however, constitutes ribbon development such as Croft Bank where Policy H3 applies and scattered, linear development such as along Lymn Bank where Policy H4 applies. New development has a high visual impact in this typical fen landscape and should be judged against Policy C19. Allowing scattered new development to continue unabated could increase the costs of provision of infrastructure and essential services and cumulatively lead to over provision of housing here, to the detriment of other areas with greater need.

18.48 Local employment-generating uses involving light industry, workshops, warehouse, storage or other commercial activity could be accommodated by redevelopment, refurbishment or consolidation of the existing, readily serviced site well outside the village (the former Sandersons site).



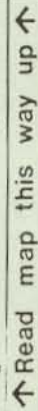
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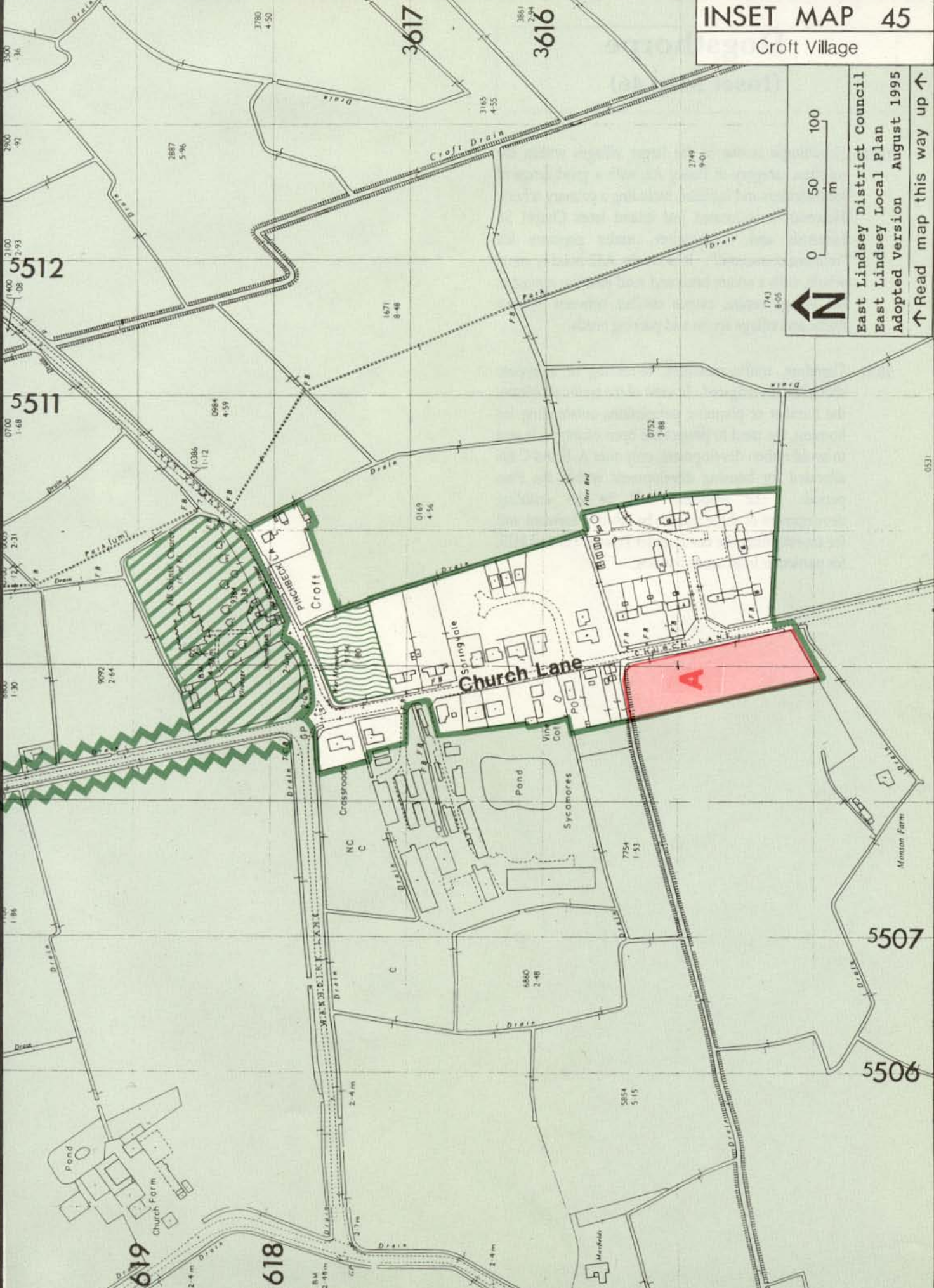


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Hogsthorpe (Inset Map 46)

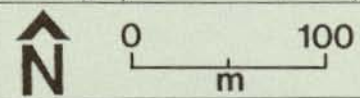
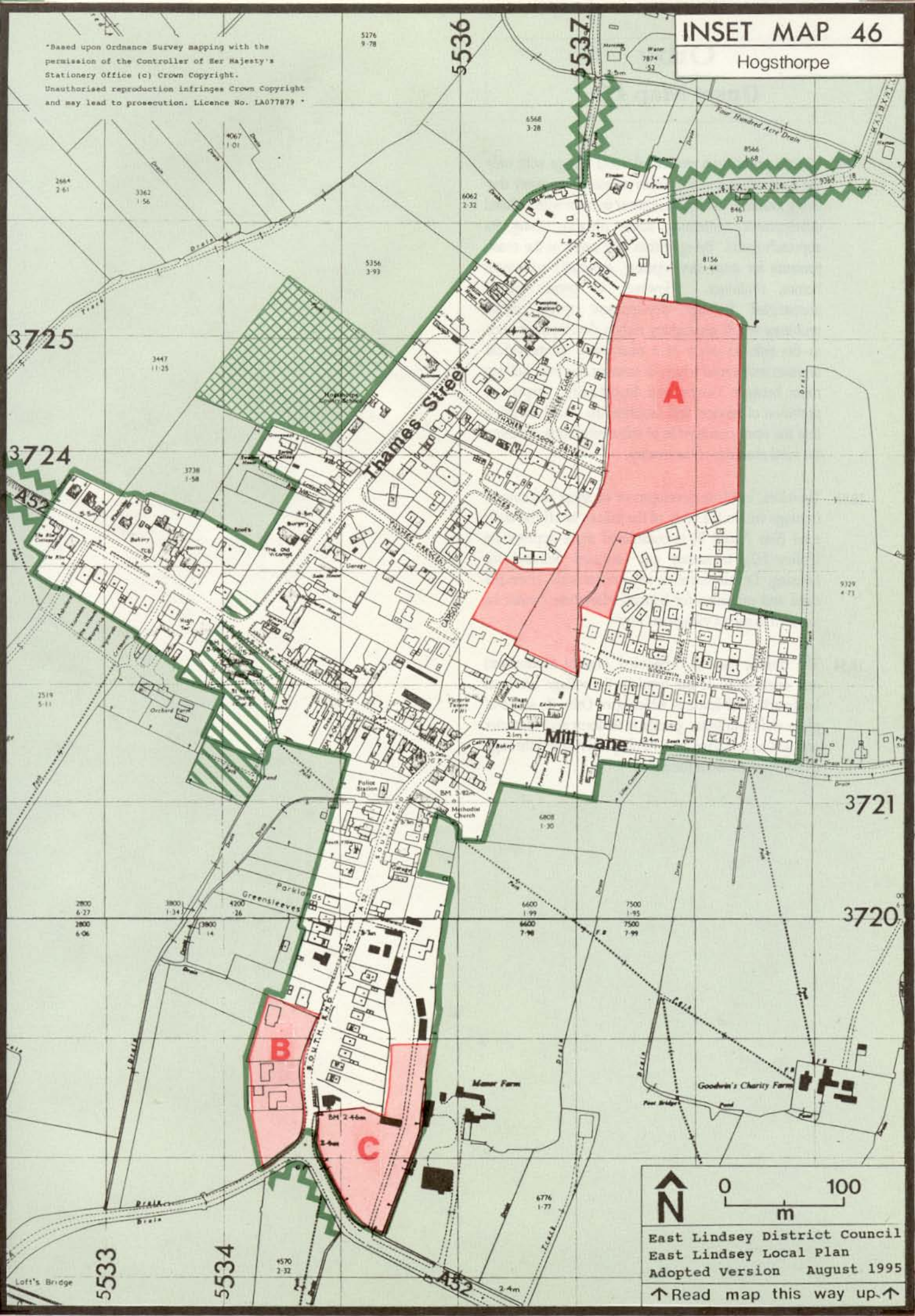
18.49 Hogsthorpe is one of the larger villages within the medium category of Policy A2, with a good range of local services and facilities, including a primary school. However, it is located just inland from Chapel St. Leonards and is therefore, under pressure for "retirement overspill". It is on the A52 holiday route which, with a severe bend and road junction almost at the village centre, causes conflict between holiday traffic and village access and parking needs.

18.50 Therefore, traffic measures, re-routing or a bypass should be investigated. In view of the traffic problems, the number of planning permissions outstanding for housing, the need to protect the open countryside and to avoid ribbon development, only sites A, B and C are allocated for housing development within the Plan period. The emphasis will be on enabling development of these sites to be brought forward and for investigating the need, under Policies H5 and H10, for particular local needs housing.

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INSET MAP 46

Hogsthorpe



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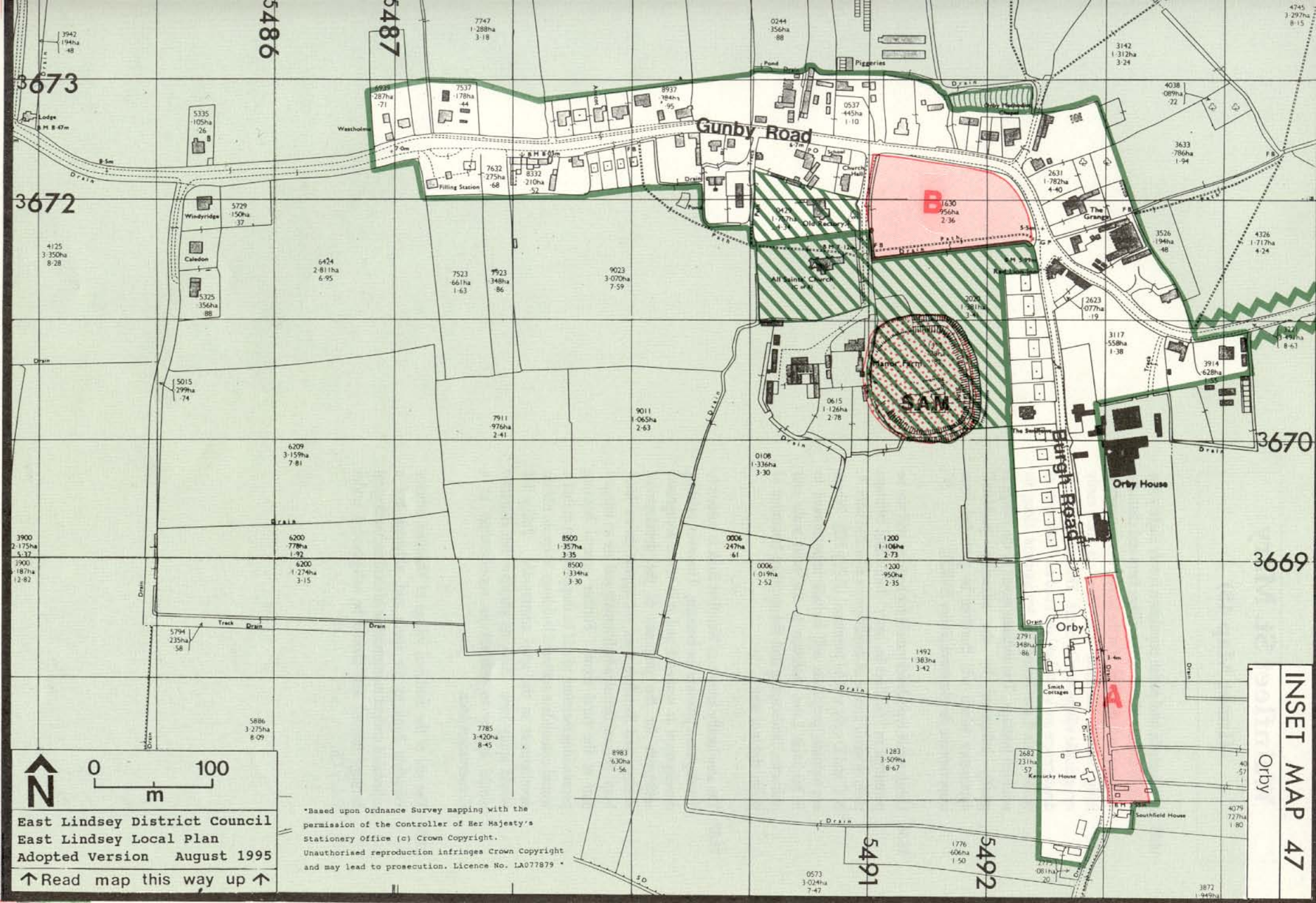
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Orby (Inset Map 47)

18.51 Orby is primarily a residential, rural village with only the basic services and facilities necessary for every day living available locally. It is linear in form with isolated development continuing some distance along its approach roads. Being within easy reach of the coast, pressure for more development, especially retirement homes, continues. However, to permit almost unrestricted frontage development would create problems which accompany ribbon development such as the risks to safety of a multiplicity of individual accesses onto which is, in summer, a busy holiday route between Gunby and Ingoldmells; expensive provision of services and facilities; the visual intrusion into the open countryside of suburban forms, harming the rural character of the locality.

18.52 Therefore, infill or development of short sections of frontage within the body of the village or off the main road (Site A and B) is considered more appropriate (Policy H2), to satisfy any localised demand for housing. Development on any greater scale, given the need and provision for housing elsewhere cannot be justified in such a village as Orby.

18.53 The church, moat (a Scheduled Ancient Monument) and open space at the bend in the village are local landmarks and features which give Orby its sense of place and contributes greatly to its form and character and will be protected under Policy ENV20 and through a Development Brief for Site B.





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INSET MAP 47

 Orby

Wainfleet St. Mary (Inset Map 48)

18.54 Although the total parish population is only slightly less than Wainfleet All Saints, the village form and character is completely different. On the whole, development is fairly widely scattered and there is no easily recognisable village form or centre. The main groups of development are located at Low Road and both ends of St. Michaels Lane linked by development along its southern frontage. The northern aspect of the village is greatly influenced by the adjoining "parkland" appearance which will therefore be protected from inappropriate development (Policy ENV20).

18.55 Urban estate type development for housing will not be permitted in Wainfleet St. Mary. Individual frontage plots or small groups of dwellings on allocated sites A, B, C and D only will be permitted (Policy H2). Where appropriate, proposals will include improvement to St. Michaels Lane, attention to the rural scale and character, landscaping and the sensitive treatment of public rights of way.

18.56 The area locally known as Wainfleet Bank is subject to development pressure for housing. However, existing development is scattered and it is not a recognised settlement for the purposes of the development strategy and therefore does not appear on an Inset Map. Several farmsteads dominate and are an integral part of the rural scene. Further general housing permissions therefore would be inappropriate in that it would consolidate scattered buildings to create ribbon development in the open countryside. Policy H4 would apply here. Also, its attractive fen character would appear to warrant its consideration as a Conservation Area.

18.57 The site of the medieval village of Wainfleet adjoins Wainfleet Bank to the south and, although not a scheduled ancient monument, is of local

archeological heritage interest and should be safeguarded under Policy C6.

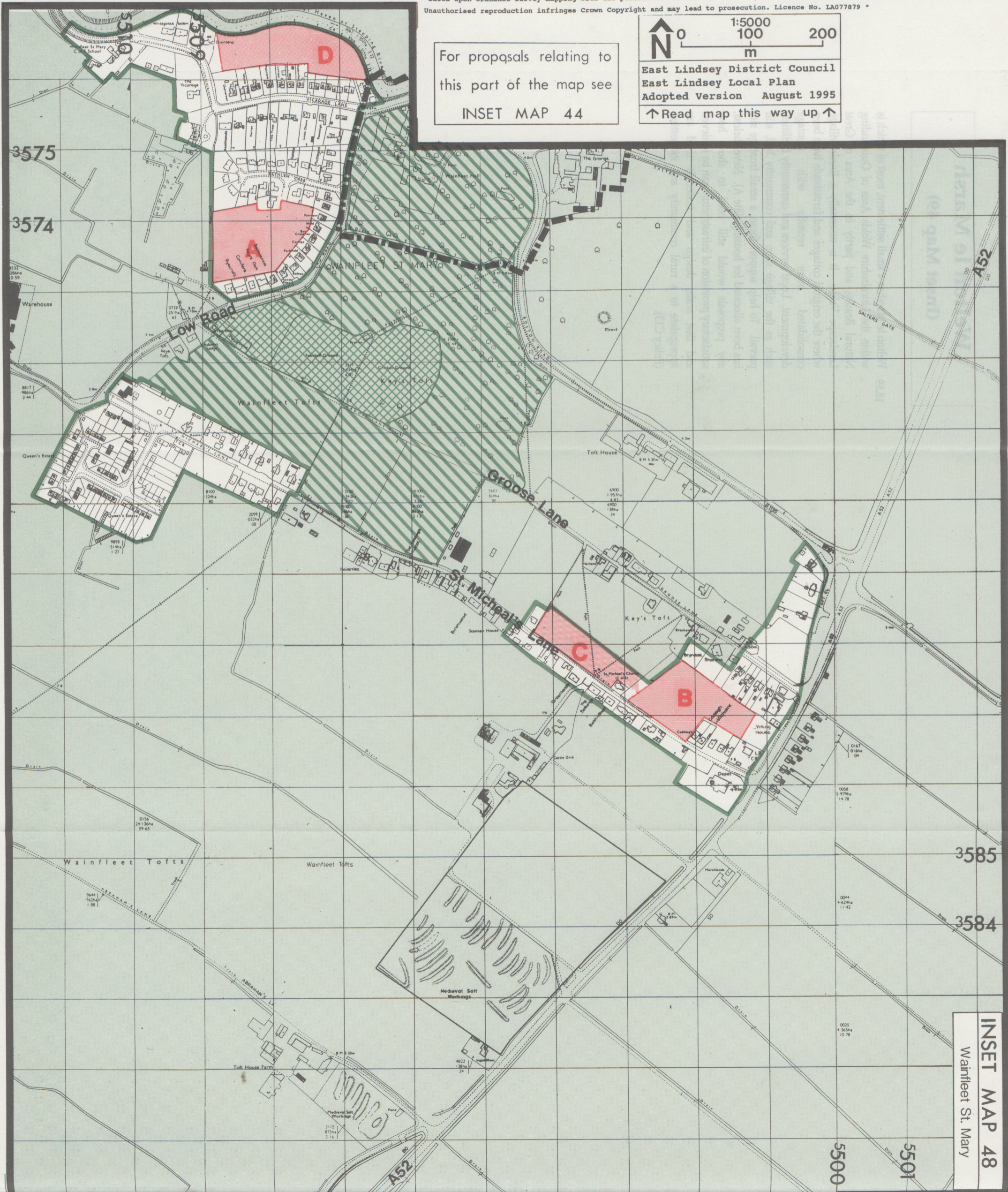
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INSET MAP 48
Wainfleet St. Mary

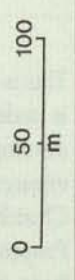
Welton le Marsh (Inset Map 49)

18.58 Welton le Marsh is a small settlement, most of which is within the Lincolnshire Wolds Area of Outstanding Natural Beauty, and partly in the Area of Great Landscape Value. It is essentially a linear village where the original cottages and farmsteads have been consolidated more recently with frontage development. Local services and community facilities, such as the village shop and community hall, still prevail. To help support these, a small frontage site has been allocated for housing (Site A). Nevertheless, any proposals would still need to show how satisfactory provision of infrastructure can be achieved and that scale, design and materials used are appropriate to a rural community and its setting (Policy C13).

INSET MAP 49

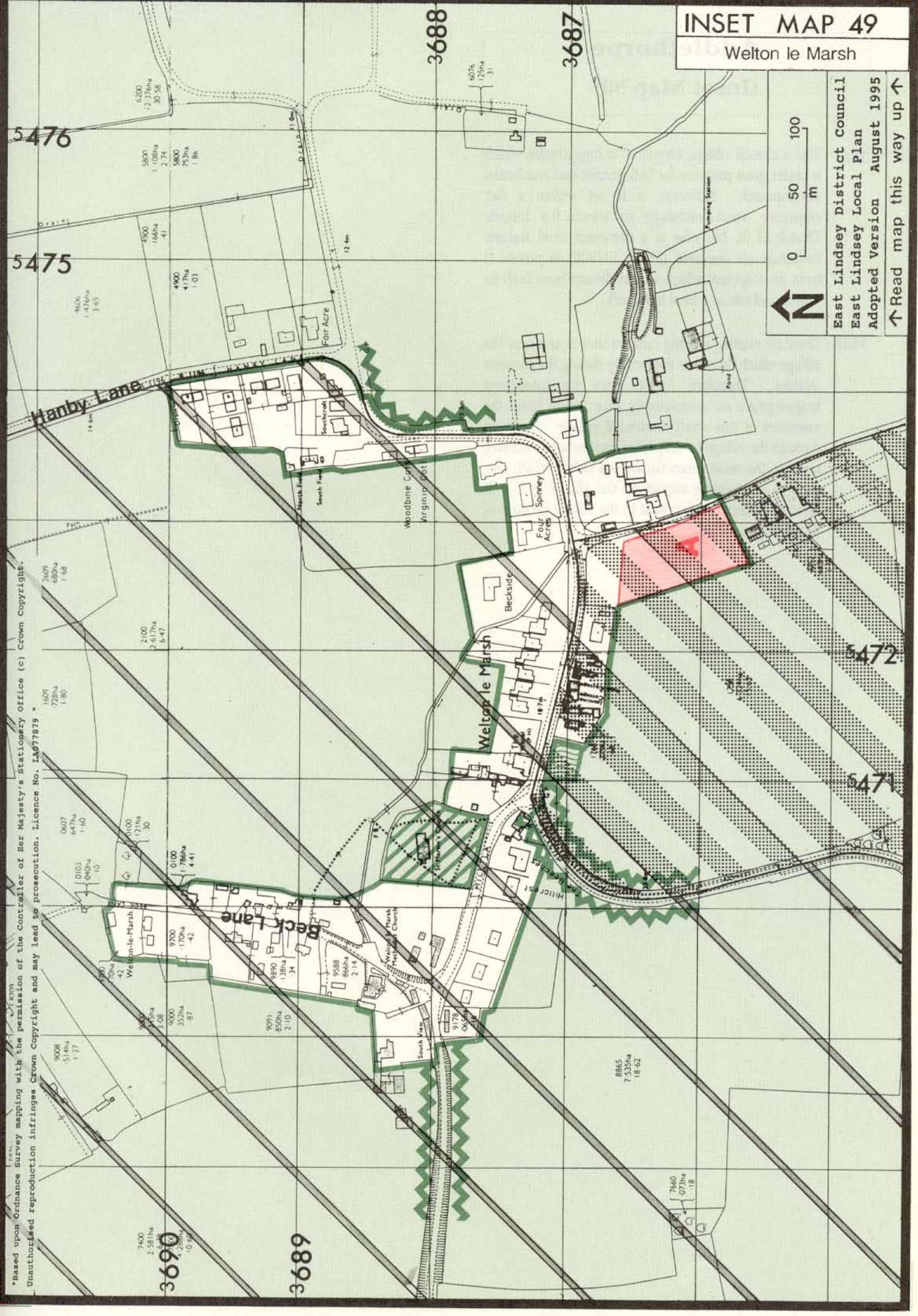
Welton le Marsh





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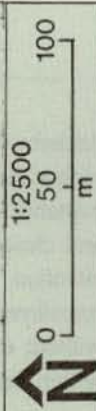
Addlethorpe (Inset Map 50)

18.59 This is a small village, very close to Ingoldmells, which is under great pressure for both tourist and residential development. However, it is set within a flat, expansive, rural landscape in which the historic Church of St. Nicholas is a dominant local feature. Proposals are designed (Policy ENV20) to protect it from development which would detract from both its setting and role as a local landmark.

18.60 There are existing touring caravan sites in and near the village which dominate the locality during the summer months. Therefore, further sites are considered inappropriate as, cumulatively, they would harm the amenities of this small residential village. The road through the village forms part of an alternative holiday route to the coast (from Gunby via Orby) which also adds to the tourism impact on the village and itself restricts further development in the village because of access requirements.

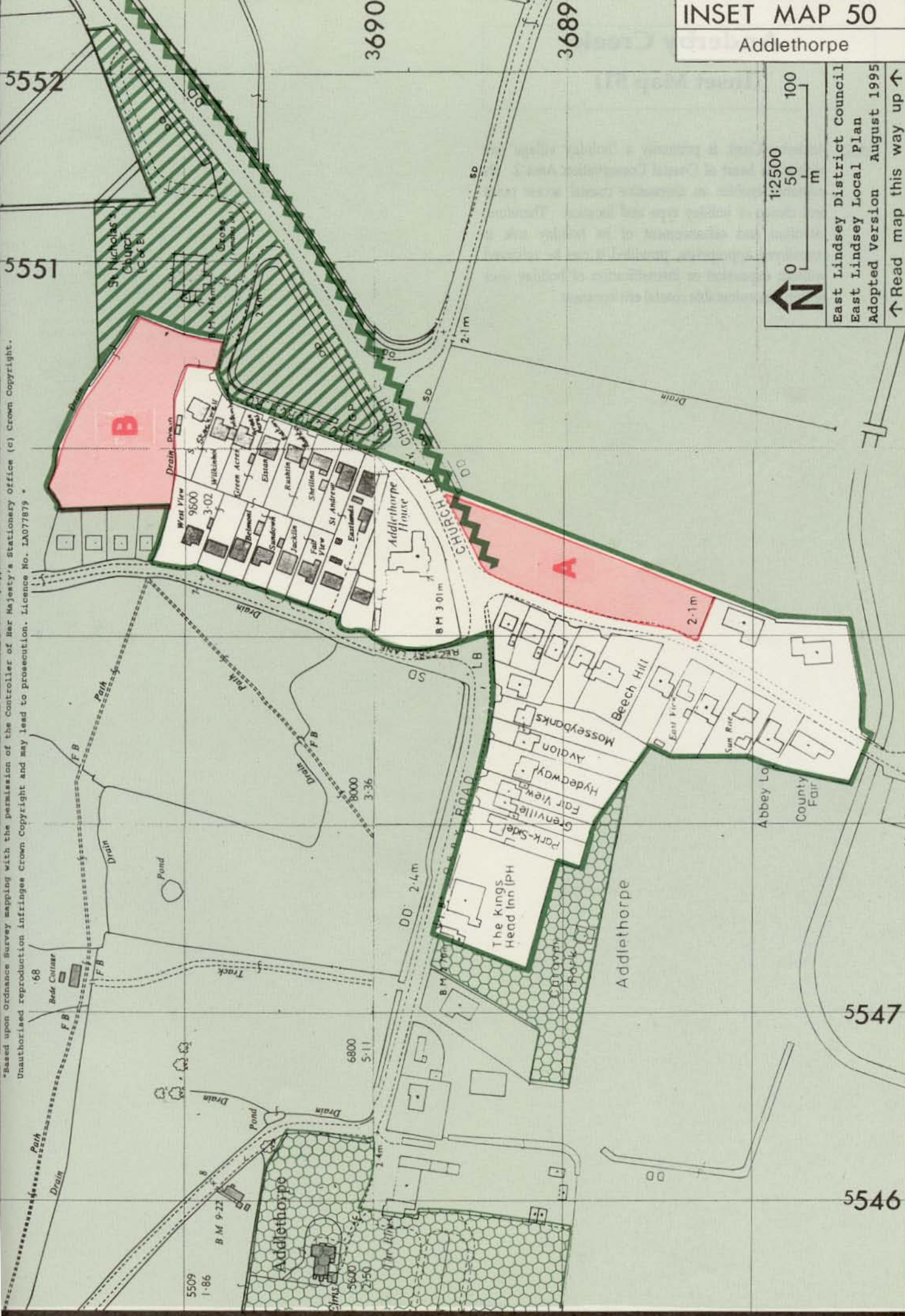
INSET MAP 50

Addlethorpe



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Anderby Creek (Inset Map 51)

18.61 Anderby Creek is primarily a "holiday village" set within the heart of Coastal Conservation Area 2. Its existence enables an alternative coastal access point and choice of holiday type and location. Therefore, retention and enhancement of its holiday role is considered appropriate, provided it can be achieved without expansion or intensification of holiday uses within this vulnerable coastal environment.

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INSET MAP 51
Anderby Creek

