

EAST LINDSEY SETTLEMENT PROPOSALS DEVELOPMENT PLAN DOCUMENT

PART 1 ALFORD to LEGBOURNE


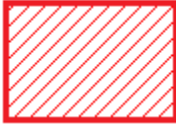



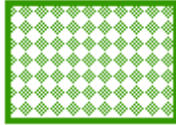


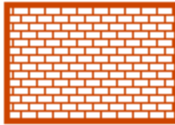




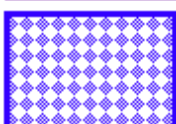

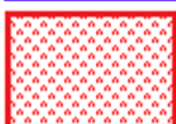



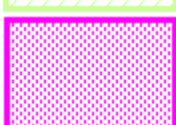





ADOPTED JULY 2018

Supporting Economic Growth for the Future



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Key to Settlement Proposals Maps

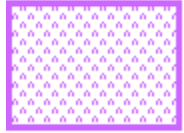
		Ancient Monuments (SP11)		Parish Boundary (Where Applicable)
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		Sports and Recreation Facility (SP26)		Coastal Country Park (SP20)
		Sites of Nature Conservation Importance (SP24)		Sites of Special Scientific Interest (SP24)
		Lincolnshire Wolds AONB (SP23)		Foreshore (SP20)
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Ramsar Site
(SP24)



Special Protection
Area
(SP24)



Special Area of
Conservation
(SP24)

CHAPTER 1 – INTRODUCTION

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

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

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

How we arrived here

1.3 The Council:

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

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

Policy Context

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

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

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

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

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

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

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

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

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

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

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

Sustainability Appraisal and Habitats Regulations Assessment

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

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

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

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

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

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

CHAPTER 2 – SETTLEMENT PROPOSALS & SITE SELECTION

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

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

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

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

Housing

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

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

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

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

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

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

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

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

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

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

TABLE A

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

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

2.10 Binbrook and Tetford have no housing allocation because they are located in the Lincolnshire Area of Outstanding Natural Beauty (AONB). The majority of the Lincolnshire AONB lies within East Lindsey and it is a valuable part of the District in terms of its green space, nature conservation, landscape value, and the economic contribution it makes through tourism. It was felt that making a housing allocation in this nationally important area would be difficult to justify, given that the District has other areas outside the AONB to allocate without the same level of impact.

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

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

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

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

POLICY SP DPD1 - HOUSING

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

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

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

SETTLEMENT	SITES
ALFORD	Alford Town Council are preparing a Neighbourhood Plan and this will set out how the 66 homes and other spatial requirements are to be delivered in Alford over the plan period.

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

BINBROOK	No allocation
BURGH LE MARSH	<p>BLM305 – Land at Hall Lane</p> <p>BLM313 – Land on the south of Wildshed Lane</p> <p>BLM318 – Land on the south of Station Road</p> <p>BLM320 – Land on the south of Orby Road - The access to the site must be through the adjacent site to the east which has planning permission, this will bring the access closer to services and facilities in the village. The trees to the southern boundary of the site must be retained in order to protect views into the conservation area.</p>
CONINGSBY/ TATTERSHALL	<p>C&T305 – Land off Park Lane</p> <p>C&T306 – Land to the south of Leagate Road</p> <p>C&T311 – Land to the south of Leagate Road - The site should provide an adequate green buffer to the adjoining industrial estate in order to mitigate against any impact on residential amenity.</p> <p>C&T313 – Land on Leagate Farm, Leagate Road</p>
FRISKNEY	<p>FRIS306 – Land to the south of Low Road</p> <p>FRIS316 – Land at Low Road/The Avenue</p> <p>FRIS317 – Land off The Avenue - Development must demonstrate through a scheme which includes a sensitive layout and high quality design so that it does not affect the setting of the listed buildings to the west of the site and the Schedule Ancient Monuments including the moated site to the east, in order to preserve their settings. It should also have regard to the countryside setting to the east.</p> <p>FRIS321 – Land at Burgh Road</p>
GRAINTHORPE	GRA209 – Poors End
HOGSTHORPE	<p>HOG306 – Land at West End</p> <p>HOG309 – Land off Thames Street</p> <p>Development on the above sites should only take place on the low flood risk areas.</p>
HOLTON LE CLAY	<p>HLC206 – Land off Louth Road</p> <p>HLC302 – Land off Church Road</p> <p>HLC303 – Land east of Louth Road</p>
HORNCastle	No allocation

HUTTOFT	No allocation
LEGBOURNE	LEG303 – Land off Househams Lane LEG307 – Land off Station Road
LOUTH	LO096 – Land between 7 and 9a Kidgate LO155 – Land to the north of houses on Eastfield Road LO301 – Land to the east of the A16 LO302 – Land off Grimsby Road LO305 – Land off Brackenborough Road LO311 – Land to the rear of Chestnut Drive LO312 – Wallis House, Birch Road LO313 – Land to the north of Legbourne Road LO325 – Land off Shearwater Close LO326 – Land off Eastfield Road LO329 – Land off Legbourne Road LO341 – Land off Bluestone Rise
MANBY/ GRIMOLDBY	MAN316 – Land to the rear of the former health centre on the B1200 MAN314 – Land to the east of Carlton Road
MAREHAM LE FEN	MLF021 – South of Main Street MLF303 – Land to the rear of the garage, Main Street – Access should be through MLF021 (South of Main Street) with pedestrian access only off Chapel Lane and demonstrate how surface water can be drained from both sites. MLF305 – Moat Farmyard, Watery Lane MLF328 – Land on the south of Main Street
MARSHCHAPEL	No allocation
NORTH THORESBY	NTH307 – Land off High Street NTH308 – Land off the A16 - A well landscaped buffer should be provided alongside the A16 to minimise noise impact from the road and to provide a landscaped screen to the development. The roof tiles of any development should blend in with surrounding development to mitigate against any impact on the historic Wolds/Marsh setting when looking down from higher elevations. There is the potential for a medieval field system and this will require an archaeological assessment of the site. NTH313 – Land off the High Street
PARTNEY	No allocation

SIBSEY	<p>SIB303 – Land to the rear of Sibsey House on the east of the A16</p> <p>SIB304 – Land to the rear of Tregarthen House, west of the A16</p> <p>SIB406 – Land to the rear of Page Close</p>
SPILSBY	<p>SPY302 – Land off Ashby Road - A buffer should be provided between the site and the SNCI to the north to ensure protection for the SNCI.</p> <p>SPY310 – Land between the B1195 and Ashby Road (eastern side of Spilsby) – Unless the Clinical Commissioning Group has agreed to an alternative location, a doctor’s surgery will be provided as part of the first phase of the development. To ensure provision for this immediate identified need in the town of Spilsby.</p>
STICKNEY	<p>STK306 – Land to the west of the A16</p> <p>STK319 – land adjacent to the depot, Main Road - An adequate green buffer should be provided along the boundary with the adjacent depot.</p>
TETFORD	No allocation
TETNEY	<p>TNY311 – Land west of Humberston Road – access needs to be provided for site TNY320</p> <p>TNY320 – Land rear of North Holme</p>
WAINFLEET	<p>WAI305 – Land off Mat Pitts Lane</p> <p>WAI308B – Land off Barton Road</p> <p>WAI308 – Land off Barton Road</p> <p>WAI401 – Land off Mats Pitts Lane</p> <p>WAI407 – Land off Mats Pitts Lane</p>
WOODHALL SPA	<p>WSP304 – Land adjacent to St Hughes School</p> <p>WSP314 – Land off Green Lane - A suitably wide green corridor should be provided adjacent to Green Lane suitable for landscaping, walking and cycling, to ensure that Green Lane remains a rural corridor connecting Woodhall Spa to the open countryside. A detailed odour assessment should be provided to demonstrate no adverse impact on future residents.</p> <p>WSP315 – Garage on Witham Road</p>
WRAGBY	WRA024 – Land at Thornfield and the rear of Louth Road

Employment

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

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

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

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

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

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

- Serviced Holiday Accommodation where the Council considers the influence of tourist accommodation is a significant part of their character.
- Foreshore areas which provide core holiday attractions and;
- Holiday amusement areas between the main retail and foreshore areas.

POLICY SP DPD2 – EMPLOYMENT

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

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

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

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

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

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

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

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

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

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

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

Gypsies and Travellers

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

POLICY SP DPD3 – GYPSY AND TRAVELLER PROVISION

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

- **11 permanent pitches on site GYP/TRA 1, Brackenborough Road, Louth.**
- **Maximum of 18 transit pitches on site GYP/TRA 2, Burgh by Pass, Burgh le Marsh**
- **Maximum of 7 transit pitches on site GYP/TRA 3, Mablethorpe Industrial Estate, Mablethorpe – The site will be subject to an**

occupancy restriction so that it should only be occupied between the 15th of March and the 31st of October or the following Sunday of each year because of flood risk.

Environment

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

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

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

Infrastructure

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

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

CHAPTER 3 – SITE ALLOCATIONS

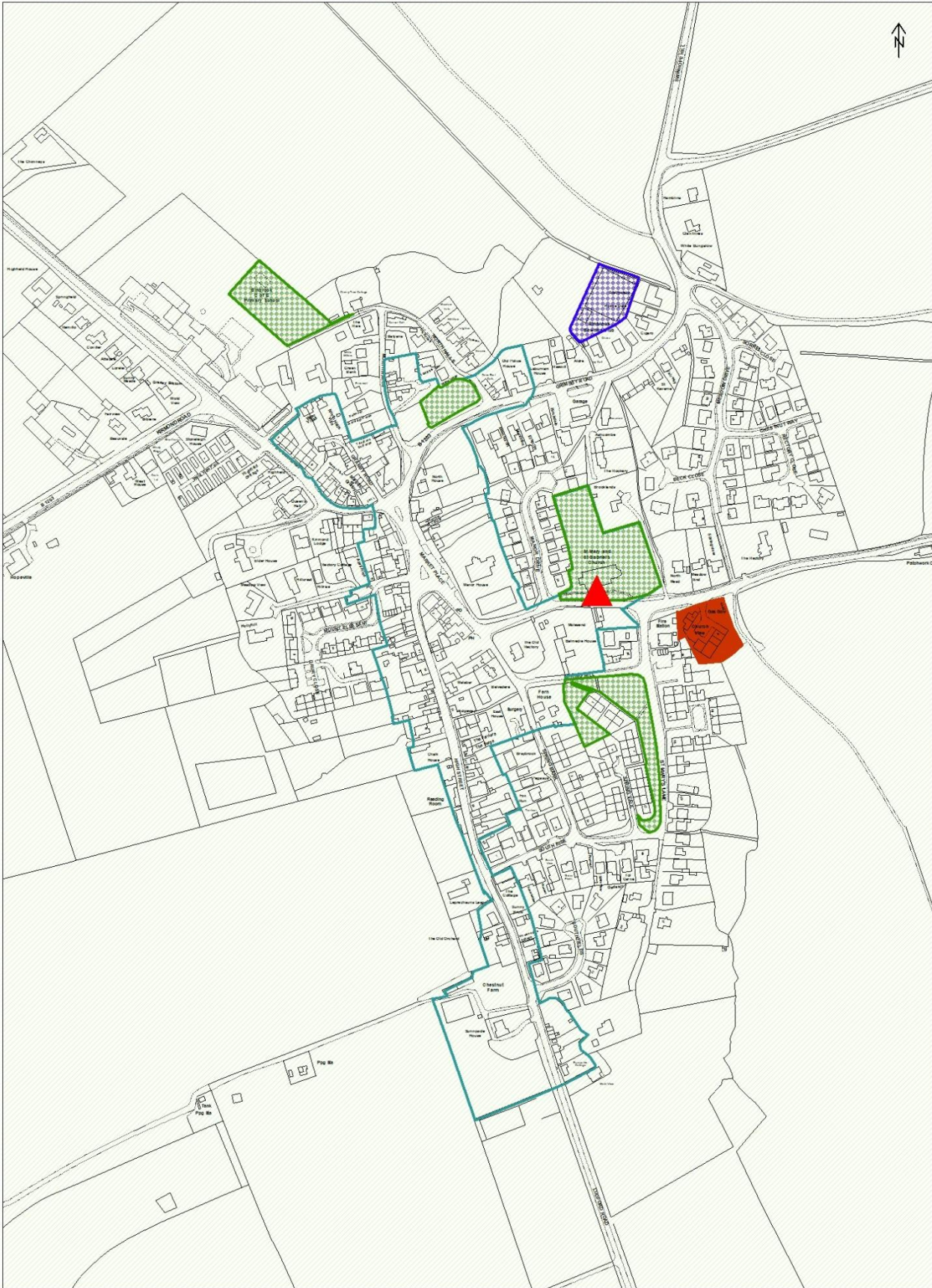
ALFORD

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

BINBROOK

SETTLEMENT	BINBROOK
Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy	Binbrook currently has 2 food shops, a primary school, a doctor’s surgery, employment, a large employer, 1 public house, a pre-school facility, a post office, a community hall, a children’s play area, 4 other shops, 2 bank cash point, and a place of worship. The village is on mains drainage, it has a sports facility and a cemetery.
Location	The village of Binbrook is set within the Lincolnshire Wolds AONB on the border with West Lindsey. It is not on the strategic road network and is accessed by a series of B and C class roads. It is 8.0 miles from Market Rasen, 10 miles from Louth and 12 miles from Grimsby. It has developed incrementally along a valley and part way up the hillsides around the Church and Market Place. The location of the village in the valley means that careful consideration has to be given to the potential impact on the setting of the village of any development which extends further up the surrounding hillsides. As the largest village in this part of the Wolds it provides a number of key facilities such as shops and a primary school to the village of Brookenby across the border in West Lindsey and the scattered small settlements around.
Character	<p>The built environment is characterised by a variety of styles. In 1993 the Binbrook Conservation Area was designated, this covers the historic core of the village and is characterised by its open market area, older traditional edge of street houses, listed church and manor house and a small number of shops and businesses.</p> <p>The village has a number of open green areas, which complement the views into and out of the village and into the AONB, this also gives the village a distinctive rural character and any new development should take account of this.</p>
Population & Housing	<p>The resident population of Binbrook in 2011 was 892, a fall of 41 on the 2001 figure. Compared to the District averages there are fewer persons in the 0 to 45 age groups in Binbrook and higher than average numbers in the over 45 age groups.</p> <p>The Census records 429 households at 2011 a density of 2.08 persons per household compared to the District Average of 2.24.</p> <p>In Binbrook, in 42.2% of homes the head of household is over 65 yrs, (compared to East Lindsey (EL) 37.4%). Seventy-six percent 76.8% (77.9% in EL) of these are owner occupied.</p>

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



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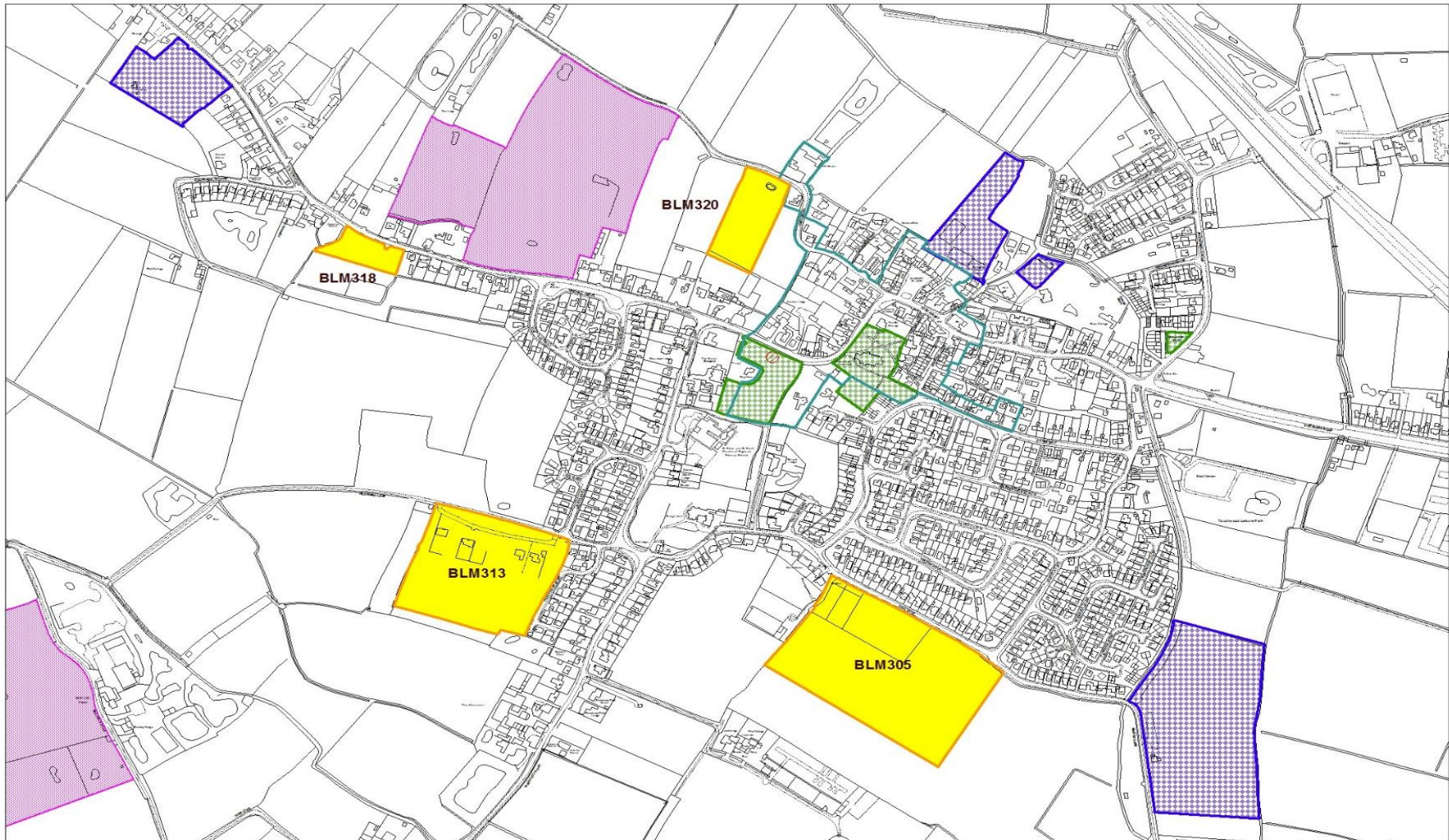
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BINBROOK

BURGH LE MARSH

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

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



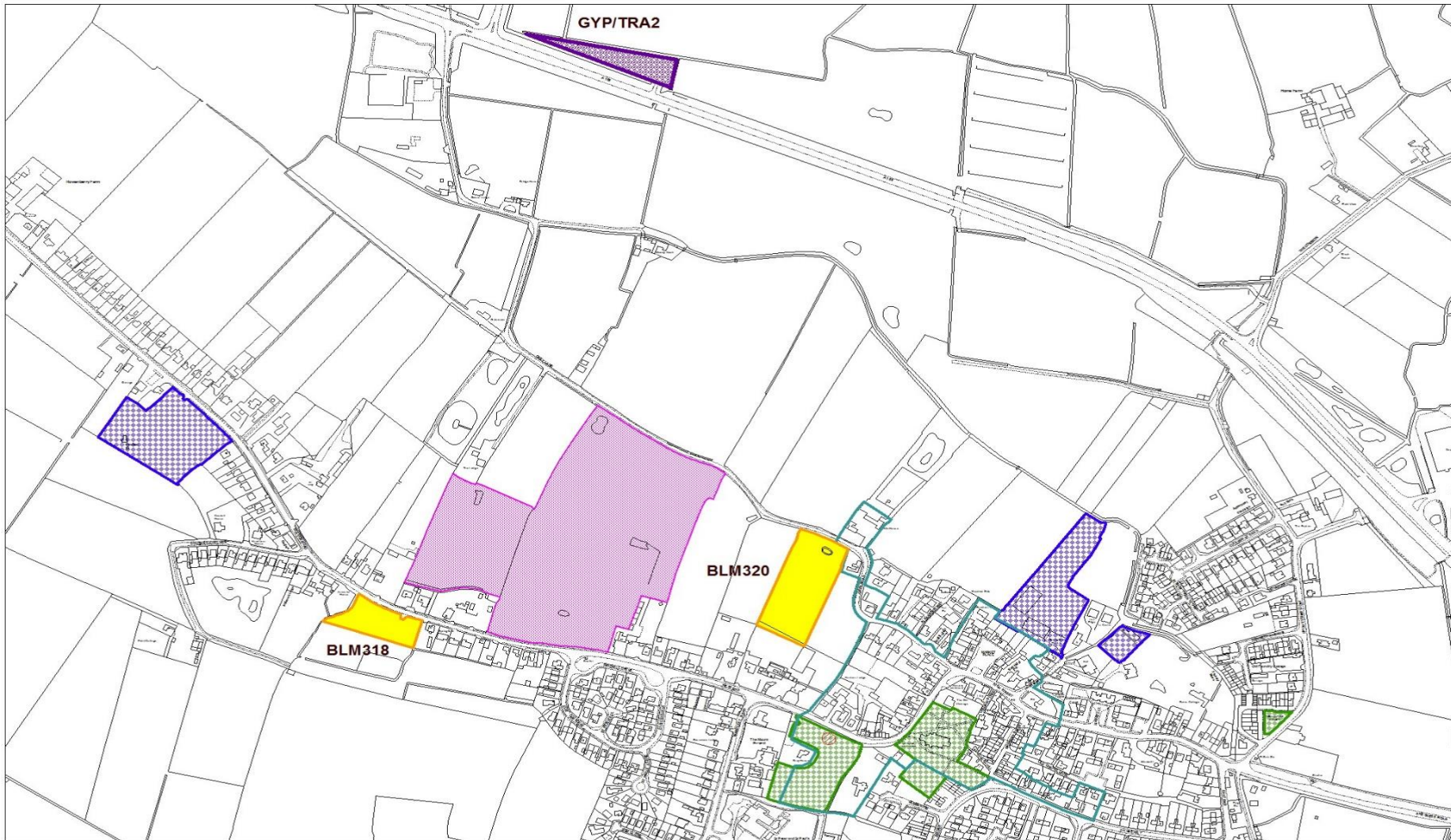
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BURGH LE MARSH



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BURGH LE MARSH

SITE ALLOCATIONS IN BURGH LE MARSH

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

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

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

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

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

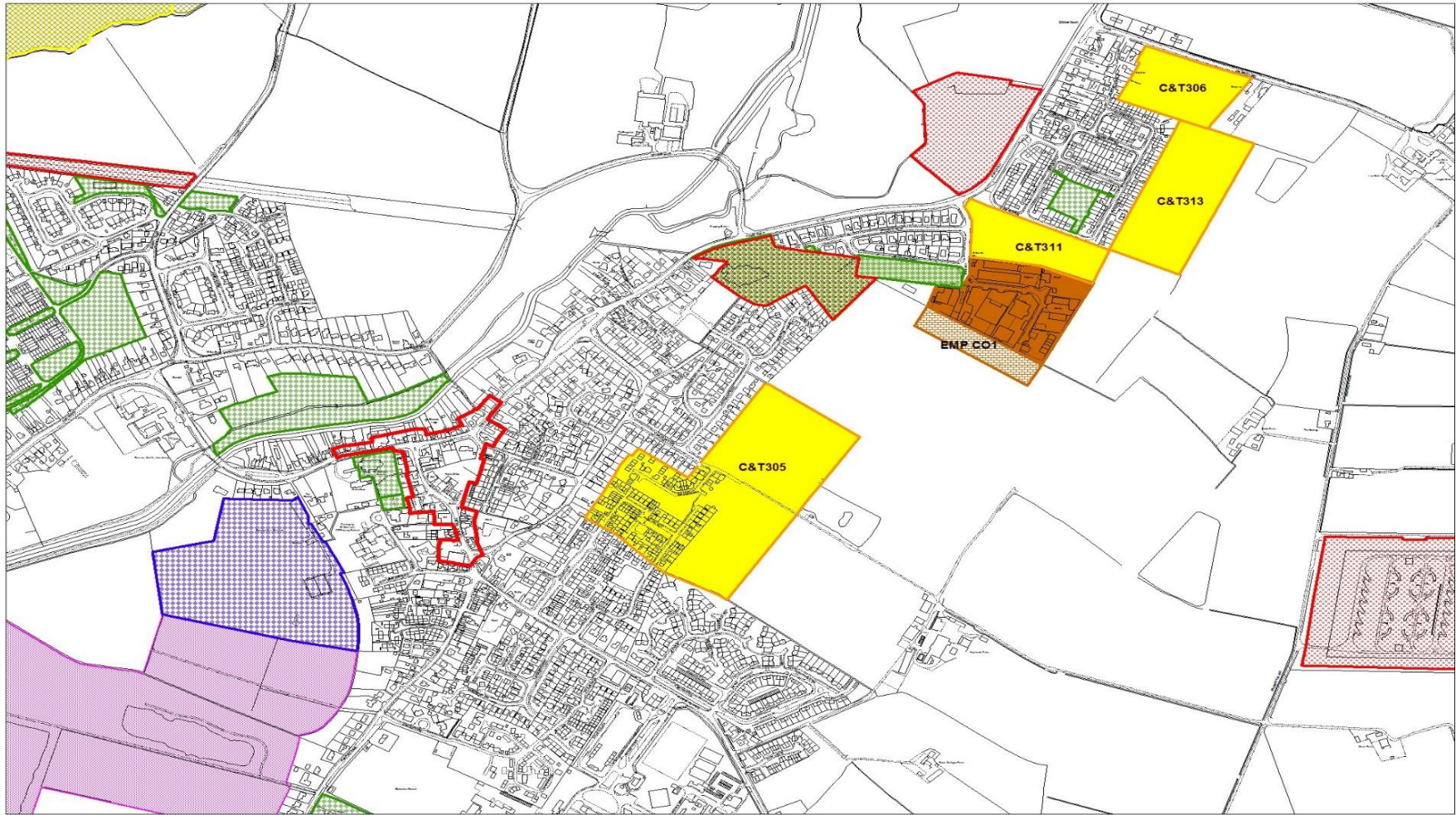
	southern boundary of the site will minimise harm to the setting. The site contains a pond in the north eastern corner which will reduce capacity. The same corner of the site also abuts the Burgh le Marsh Conservation Area and so it part of its setting and design should acknowledge this and mitigate against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

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

CONINGSBY/TATTERSHALL

SETTLEMENT	CONINGSBY AND TATTERSHALL
Description of the services and facilities in the settlement	Coningsby/Tattershall is one of the five inland towns in the District offering a wide range of services and facilities' and providing a hub for surrounding settlements.
Location	<p>Coningsby and Tattershall are located close to the south -west boundary of the District on the A153 strategic route between Horncastle (8m) and Sleaford (11m). A mile north of the town the A153 joins the A155 and provides a link to Spilsby and (beyond) to Skegness for holiday traffic.</p> <p>Just to the east of the settlement the B1192 provides an alternative link to the sub regional centre of Boston (11m) and the south of the County. The town is on the edge of the Fens and the River Witham is located half a mile to the west.</p>
Character	<p>The character of both Coningsby and Tattershall lies in their history. Originally Coningsby was little more than a linear village alongside the River Bain/Horncastle Canal with links south to Boston and the River Witham. Immediately to the south is RAF Coningsby which opened in 1940, this houses the Battle of Britain Memorial Flight and associated museum. The historical association with the RAF draws in tourists to the town along with the listed Tattershall Castle. The development of the airfield has had a significant impact on development in the town since then, the forces housing growth can be seen in its functional design around the two settlements.</p> <p>Whilst they maintain their own distinct characters, historic growth has to all intents and purposes coalesced the two settlements and with their services and facilities taken together they have been counted as a town in the District for a considerable number of years.</p> <p>Coningsby whilst it still retains its historic core, with its listed church, listed public houses and the green space and trees surrounding the church prominent in the High Street, its retail element has spread up Silver Street with some modern development interspersed with the historic environment. Tattershall's core is smaller and more based around its, historic market square, the castle, the church and its associated buildings; these form the core of the Conservation Area. Extensive sand and gravel extraction to the south and west of the village have left their own legacy with the former pits now providing for a variety of leisure activities.</p> <p>Newer development has seen both settlements expand with the construction of several housing estates creating a more urban character to the peripheral parts of the town.</p>
Population & Housing	<p>The 'local' population of the town is difficult to establish due to the presence of service personnel and their families some of whom remain after their service is finished. It is also subject to the impacts of national policies. Between 2001 and 2011 the population increased by nearly 27% as the town has expanded such that it is now the 3rd largest of the inland towns with a population of 6698.</p> <p>Some indication of the impact that the RAF has on the area can be seen in the population structure. With over 83% of the population in Tattershall being under 60, (Coningsby 79%) compared to the average of 44% for East Lindsey as a whole and 66.4% across the remaining towns.</p> <p>In terms of the average persons per household (2553) this equates to</p>

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

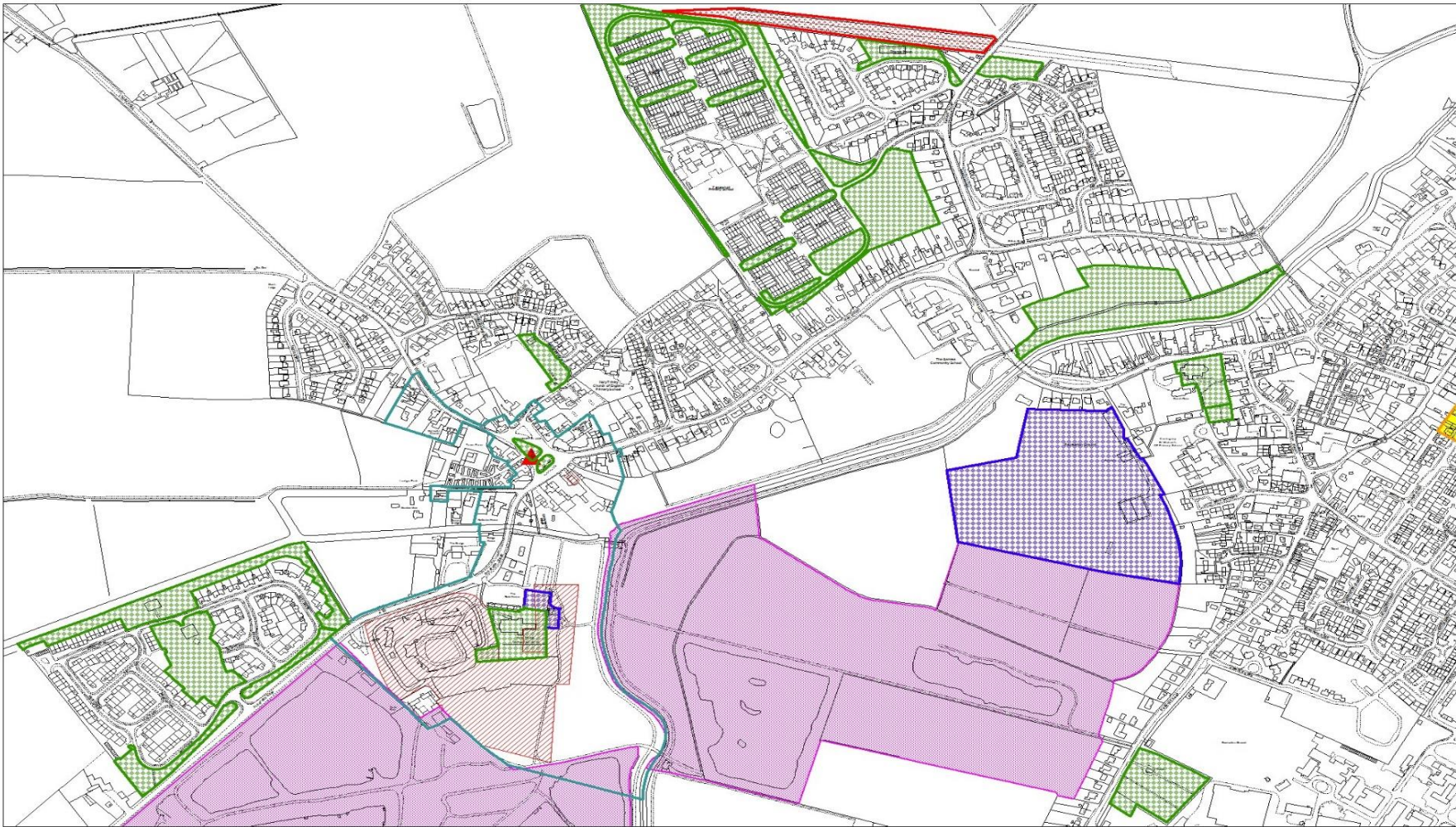


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CONINGSBY/TATTERSHALL

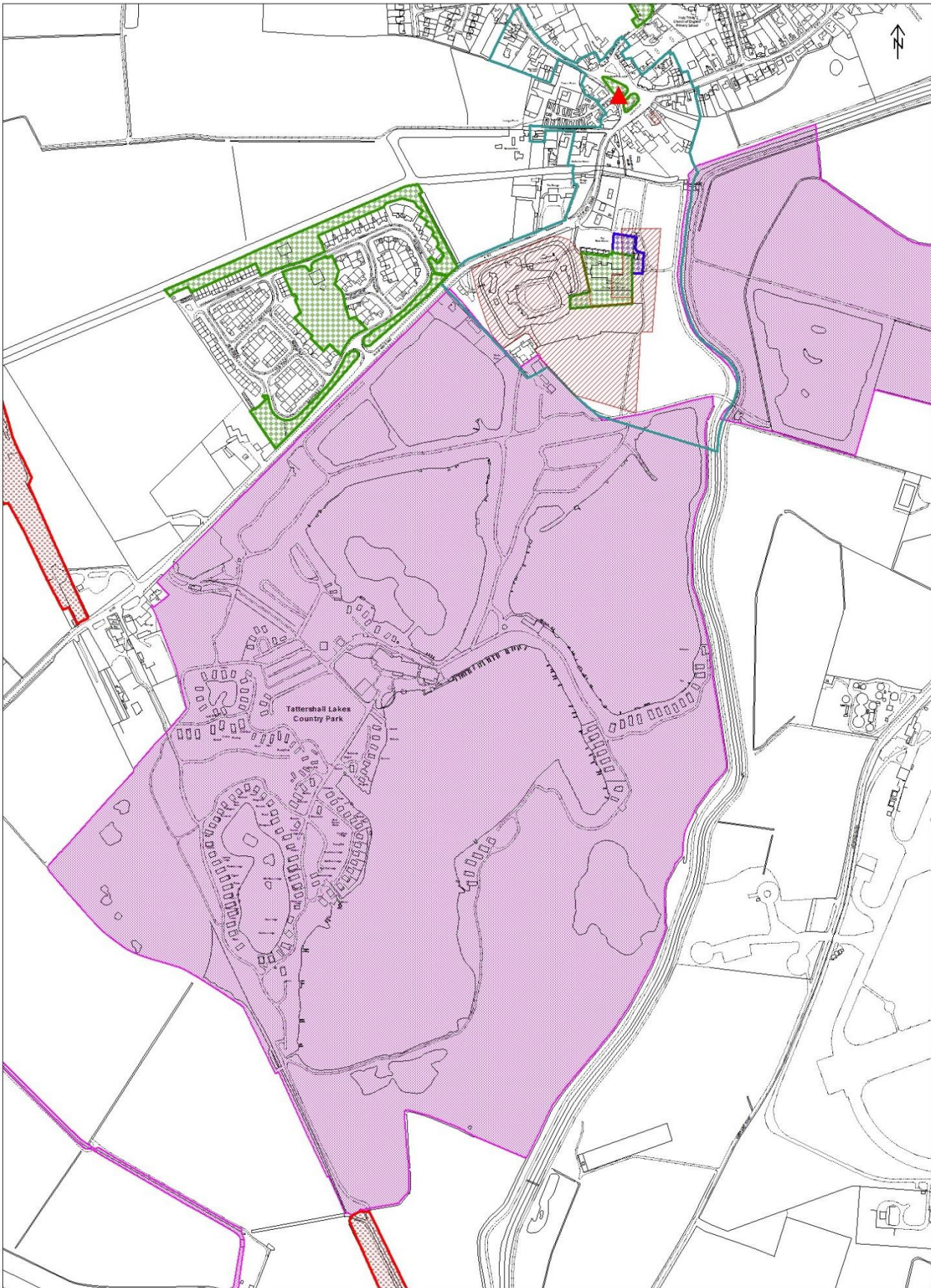


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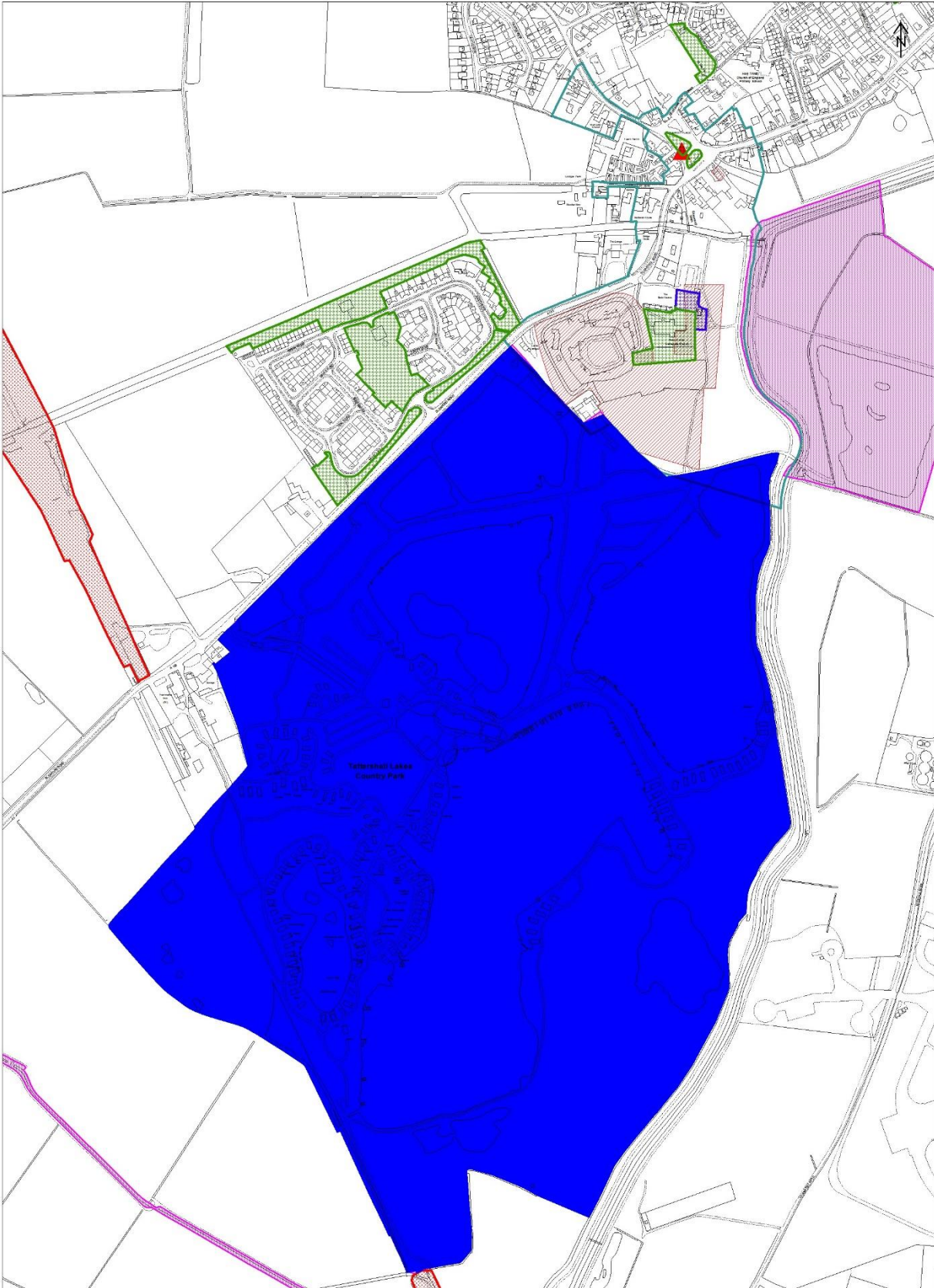
CONINGSBY/TATTERSHALL



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CONINGSBY/TATTERSHALL



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CONINGSBY/TATTERSHALL

SITE ALLOCATIONS IN CONINGSBY/TATTERSHALL

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

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

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

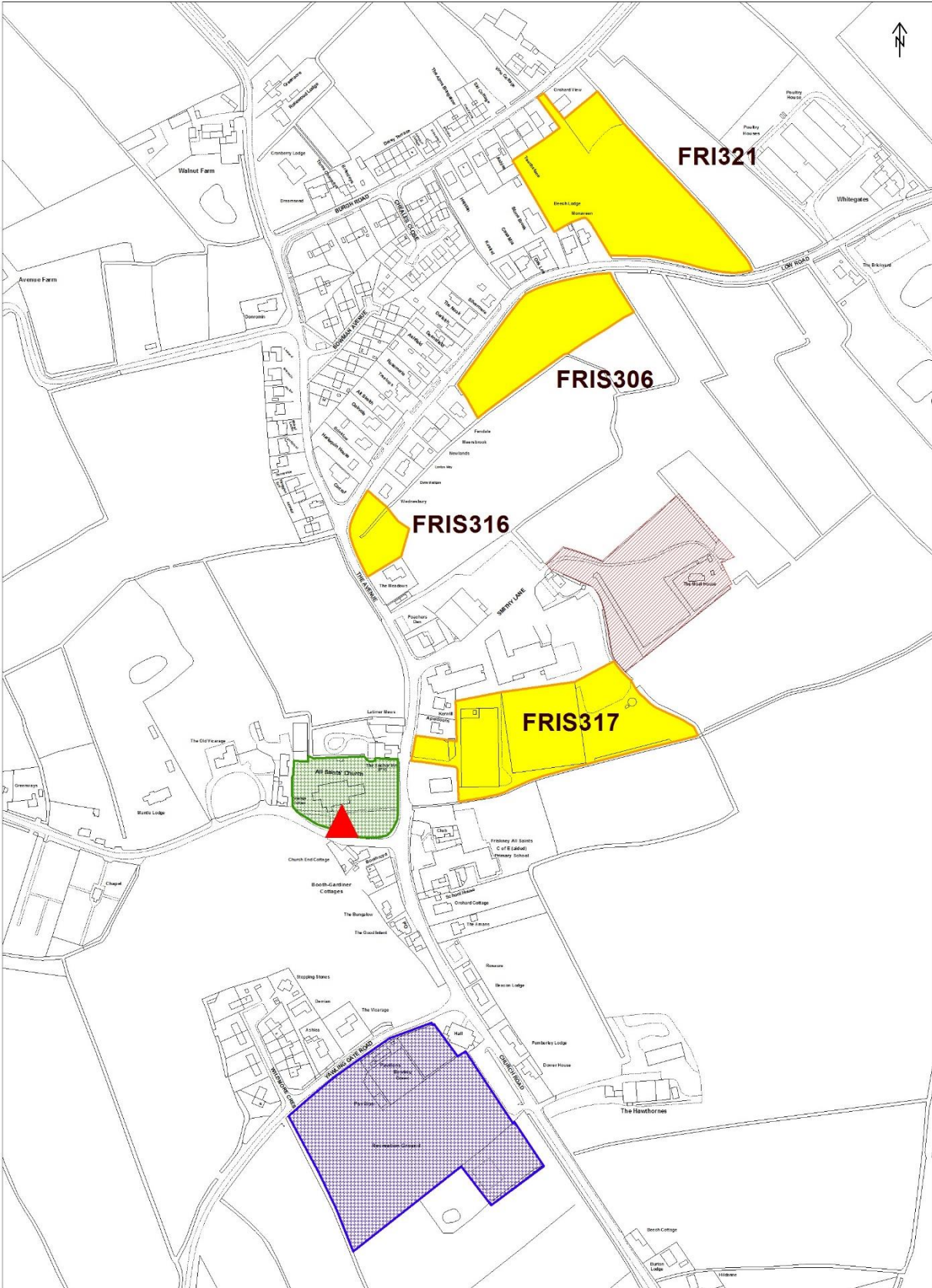
Site Reference	C&T313	Promoter: Owner is known to the Council	
Site Location	Land on Leagate Farm, Leagate Road, Coningsby		
Site Description	Agricultural Land		
Site Area	3.77 ha	No of Dwellings	Capacity 96 Potential affordable housing 30% - 28
Suitability of the site in broad planning terms	Yes the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

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

FRISKNEY

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

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



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Scale 1:3000

FRISKNEY

SITE ALLOCATIONS IN FRISKNEY

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

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

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

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

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

GRAINTHORPE

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

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

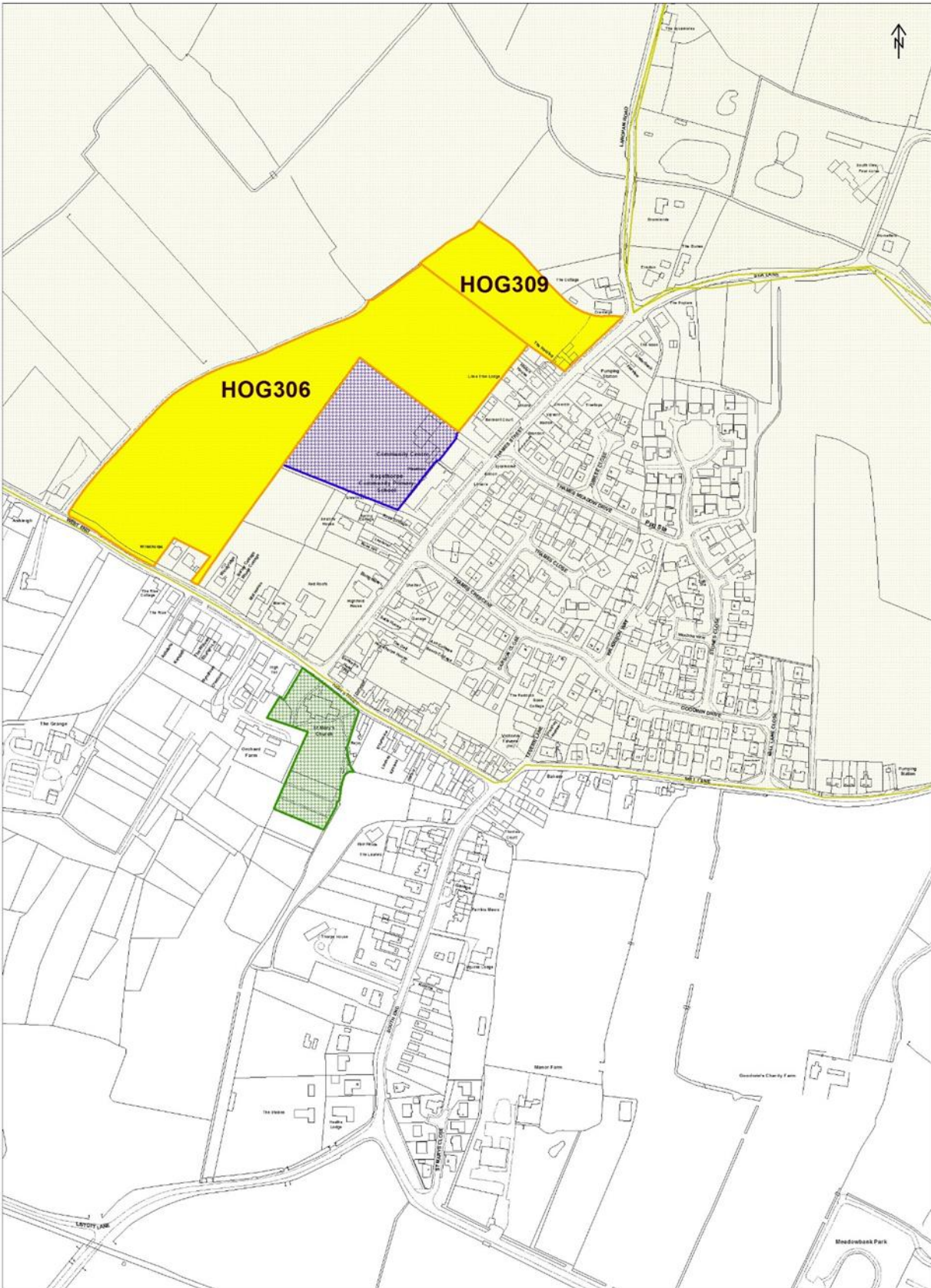
SITE ALLOCATIONS IN GRAINTHORPE

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

HOGSTHORPE

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

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



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Scale 1:3250

HOGTHORPE

SITE ALLOCATIONS IN HOGSTHORPE

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

SITE HAS PLANNING PERMISSION GRANTED 10/6/16 after the plan period commenced this is for 2 dwellings

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

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

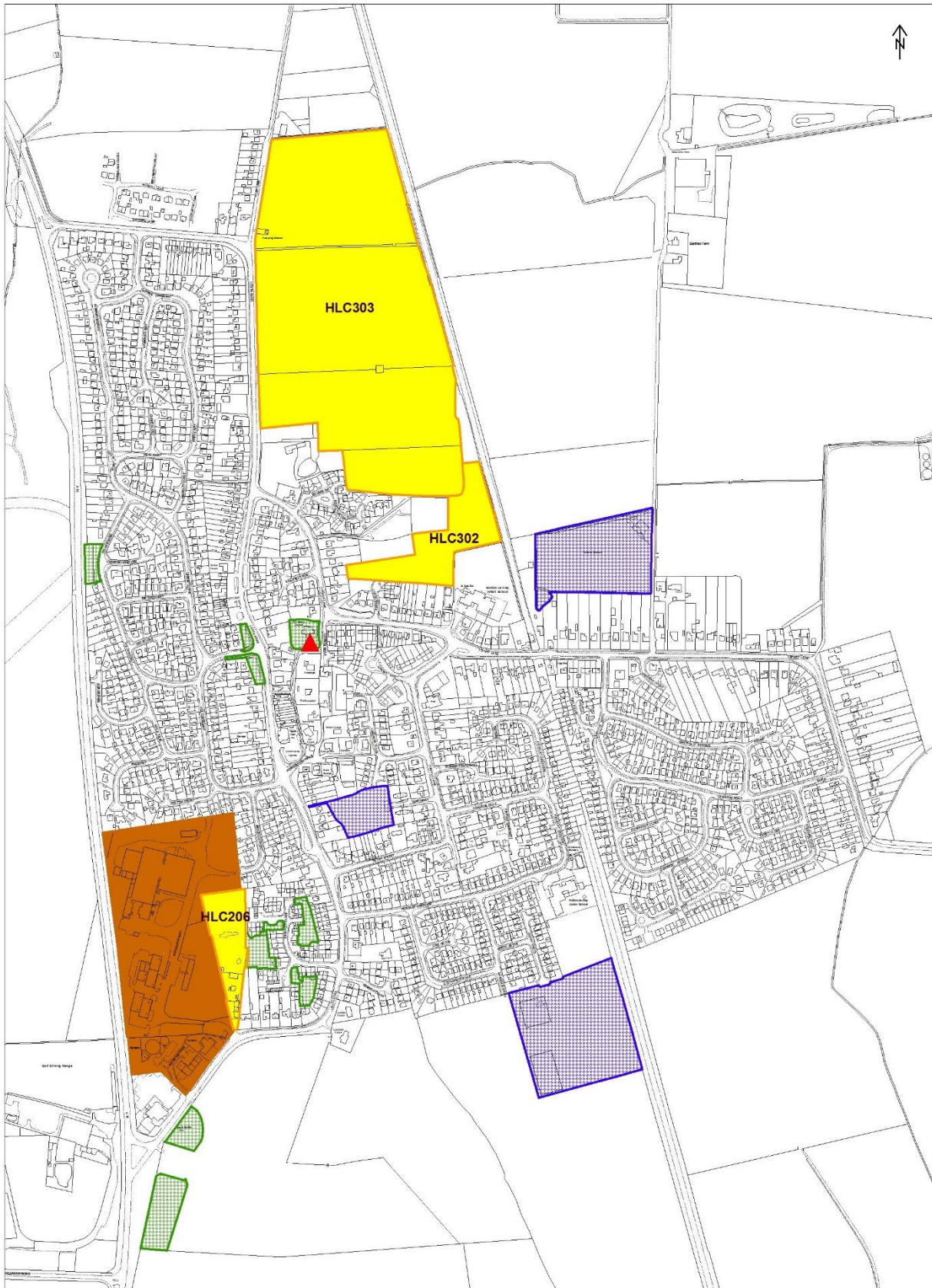
HOLTON LE CLAY

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

	<p>11%) and fewer privately rented properties in Holton (6.4% : EL 15.3%.</p> <p>As might be anticipated there are fewer households (33.7%) in Holton where the head of the house is over 65 – compared to the District average of 37.4%; whilst the number of those that are owner occupied at 90.1%.</p>
Employment	<p>There were 2767 persons of working age recorded by the Census. Of these 62.5% were employed (either as employee or employer) compared to the average of 55%. The proportion of full time employees is significantly higher 37.8% than the average of 29.8% but there are also 1.9% more part time workers.</p> <p>Only 3% of the workforce was identified as being unemployed compared to the average of 4%.</p> <p>The principle occupations of workers in Holton le Clay are in:- Wholesale and Retail Trade, Repair of Motor Vehicles – 19.2% (EL 17.5%) health - 13.4% (EL 13.2%) Manufacturing - 11.7% (EL 9.3%) Construction - 10.1% (EL 7.9%).</p> <p>There are far fewer people employed in the Accommodation and Food Services in the village (4.2%) than the average of 8.9%.</p> <p>There is a small employment site in Holton le Clay that occupies part of the former airfield. There are several businesses on site and some limited space for further expansion. It is considered important to retain job creation opportunities locally and not rely solely on employment in Grimsby and on the Humber Bank.</p>
Infrastructure	<p>Access. With direct links to the A16 and just a short distance from Grimsby the village has good access to a range of services. In addition there are regular buses to the village on the Louth to Grimsby service, as well as cycle ways into Grimsby.</p> <p>Water Infrastructure - There are no major flood risk issues in Holton le Clay but the community has identified a number of issues where surface water has been a problem in the past and where there are concerns over the capacity of drains downstream of the village to deal with the additional flows that may arise from further development. Holton Le Clay is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water infrastructure, the settlement is green.</p> <p>Education. Primary and Junior schools are available in the village. Secondary Education is not available in Holton le Clay but the Toll Bar Academy in nearby Waltham is 1 mile away and additional provision is available at Louth or North Somercotes. NE Lincolnshire has indicated that up to 2/3rd of secondary pupils travel to that area and that any growth in pupil numbers will have an impact on capacity, though they do not seek monies from S106 contributions for secondary education.</p> <p>Health. There is a shortfall in GP provision at Holton le Clay but the practise can expand through S106 contributions.</p>
Further commentary	<p>Holton le Clay is a village well connected to Grimsby for its main services and facilities but also does provide residents with a variety of its own facilities and an employment site. Overall it has capacity to accommodate future growth.</p>

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



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Scale 1:5500

SITE ALLOCATIONS IN HOLTON LE CLAY

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

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

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

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

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

HORNCASTLE

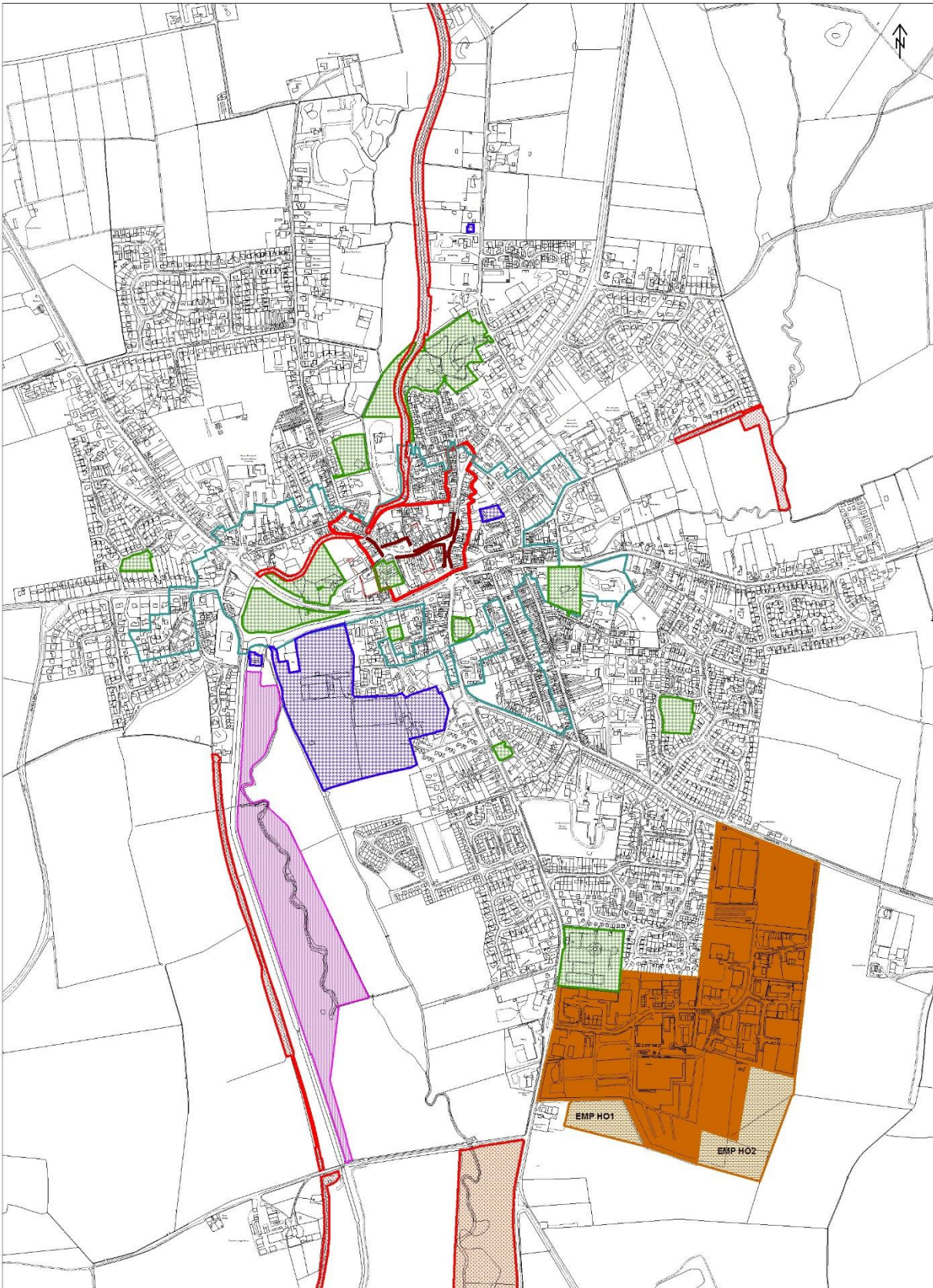
SETTLEMENT	HORNCASTLE
Description of the services and facilities in the settlement	The second largest of the inland towns, Horncastle provides a good range of services to its population and the surrounding villages. These include health, education and employment. A market town hosting 2 markets a week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

	<p>The site is dominated by the Polypipe Civils and Morton's media businesses but also supports a wide range of smaller manufacturing and service employment. The first of these may well underpin the higher proportion of employment in the manufacturing (12.3% compared to the average 9.3%) and in the Information sector 2.1% compared to 1.2% average.</p> <p>There is a smaller industrial site on Reindeer Close off West St.</p> <p>Other important sectors locally are Wholesale / Retail and Health however, in both cases employment rates are below the average, whilst the figure for Education (11.8%) is nearly 2% higher. In the smaller sectors, with 5.4% in the Professional category the town is also above average. (3.8%)</p> <p>The percentage of people aged between 16 - 74 in employment in Horncastle, was 64.9% so compares favourably with the average of 60.8% across the District. Of those a greater proportion are employed full time 35.4% than the average (EL 29.8%), and at the Census the unemployment rate (of 3.3%) was also lower than the 4.0% figure for the District.</p>
Town Centre	<p>The town centre is a compact area based on the Market Place, the High St and the Bull Ring and it is proposed that primary shopping frontages are identified along these streets as shown on the Inset maps. There are 2 mid-range supermarkets in the town centre and a further, Tesco store on the edge, and to the north of the centre.</p> <p>The boundary of the town centre is drawn quite tightly around this core and although the peripheral areas provide a secondary role they do not attract sufficient footfall to support mainstream shopping.</p> <p>The Council's Retail Study concludes that there is adequate convenience floorspace in the town to meet current and proposed need and there is capacity within the existing town centre to meet the anticipated need for retail floorspace.</p>
Infrastructure	<p>Access. Horncastle's location midway between Lincoln and Skegness, one of the main holiday routes through the District and main public transport route makes access to the town good. In addition to that east to west link the town also sits on the A153.</p> <p>Water Infrastructure - Because it sits in a river valley where the rivers Bain and Waring meet there is some risk of flooding. The delivery and benefits of an upstream flood protection scheme are expected to reduce the threat from fluvial flooding in the future. There is no issue with the Water Recycling Centre, water resources and supply are adequate.</p> <p>Education. There is a Primary, Special and two secondary schools in Horncastle. There is no spare capacity at the primary school and it has reached a point that no additional space can be created. For Banovallum Secondary and the Grammar School the County Council is seeking to address this through developer contributions from existing commitments.</p> <p>Health. There is a single doctor's surgery in Horncastle. The Council works with the NHS to ensure that health provision is available in settlements. Further capacity can be accommodated through S106 contributions.</p>

	Highway Infrastructure – Lincolnshire County Council have indicated that there is a severe constraint on the Bull Ring Junction in the centre of Horncastle, which would impact on access to the coast.
Further commentary	<p>Horncastle has an adopted Neighbourhood Development Plan (2016) which sets out the policies against which any development in the town should be assessed against. This Plan can be found on the Council’s website at www.e-lindsey.gov.uk There are significant commitments in the town amounting to more than the notional need for housing over the plan period. The Council has therefore determined that no additional housing will be allocated.</p> <p>The plan is set for a five year review and any infrastructure shortcomings can be reviewed during this period, along with the delivery of the homes with permission. If it is shown that homes are not coming forward in a reasonable way to meet need then consideration will be given at that time to allocating additional land.</p> <p>With regard to primary education need, given the level of existing commitments and the contributions already agreed and obtained for extensions to accommodate growth in education need, there is no need for a new primary school at present, however the Lincolnshire County Council have identified a potential new site for one on land they own and this land has been safeguarded in the Plan. Work will be undertaken in the 5 year review of the Local Plan to determine when that site should come forward.</p> <p>The employment allocation of 5 ha will still be made in the Plan but with the knowledge that it is unlikely to come forward in the short to medium term because of highway infrastructure constraints. Additional land in Louth will be made available to address this potential shortfall.</p>

Site Reference	EMP HO1	Promoter: Land owned by the County Council
Site Location	To the south west of the existing estate, off Boston Road, Horncastle.	
Site Description	Agricultural Land	
Site Area	1.5 ha	
Suitability of the site in broad planning terms	This is one of two sites owned by the County Council abutting the estate that are currently used for agriculture. It is considered that this area would provide an appropriate extension to the estate to enable the expansion of the adjoining employment site. Consideration will need to be given to an appropriate boundary treatment along the southern boundary. The site is outside the flood risk area.	
Infrastructure	There are no major infrastructure constraints to the development of the site.	
Deliverability of the site	As the site is owned by LCC and development is expected to be linked to the adjacent Polypipe factory, deliverability is not likely to be an issue.	
Viability of the site	The site is considered viable on the above terms.	

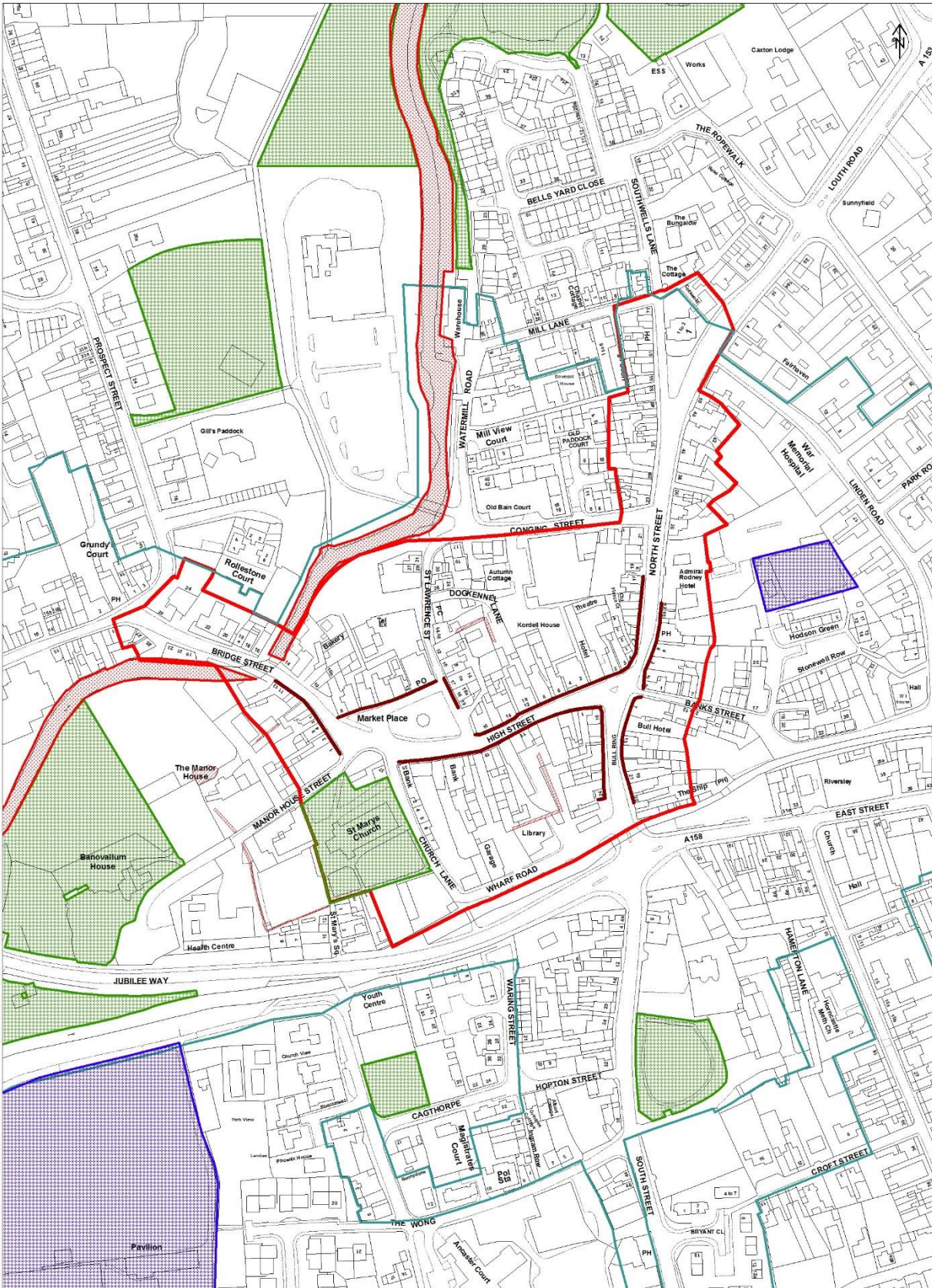
Site Reference	EMP HO2	Promoter: Land owned by the County Council
Site Location	To the south east of the existing industrial estate off Boston Road and internally via Spratt Close	
Site Description	Agricultural Land	
Site Area	3.5ha	
Suitability of the site in broad planning terms	The site provides a medium sized extension to the established estate and is capable of linking to the existing services. It would not extend the site significantly into the open countryside and, subject to appropriate landscaping and screening along the southern and eastern boundaries will not impact significantly on the wider views of the area. The site is outside the flood risk area.	
Infrastructure	There are no major infrastructure constraints to the development of the site.	
Deliverability of the site	The site is owned by the County Council	
Viability of the site	As far as the Council is aware there are no major constraints which would affect viability.	



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Scale 1:8500

HORNCastle



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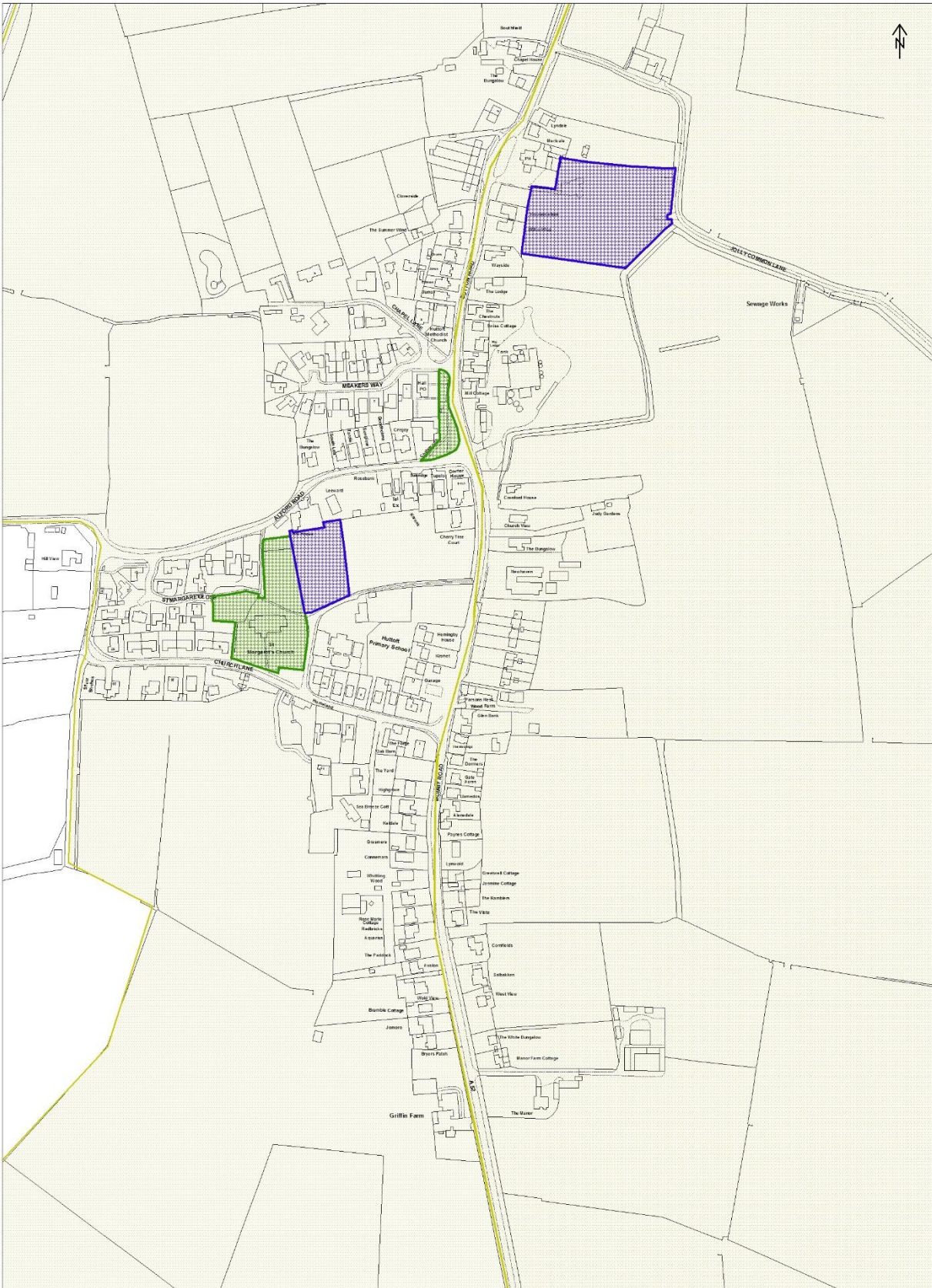
HORNCASTLE TOWN CENTRE

HUTTOFT

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

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



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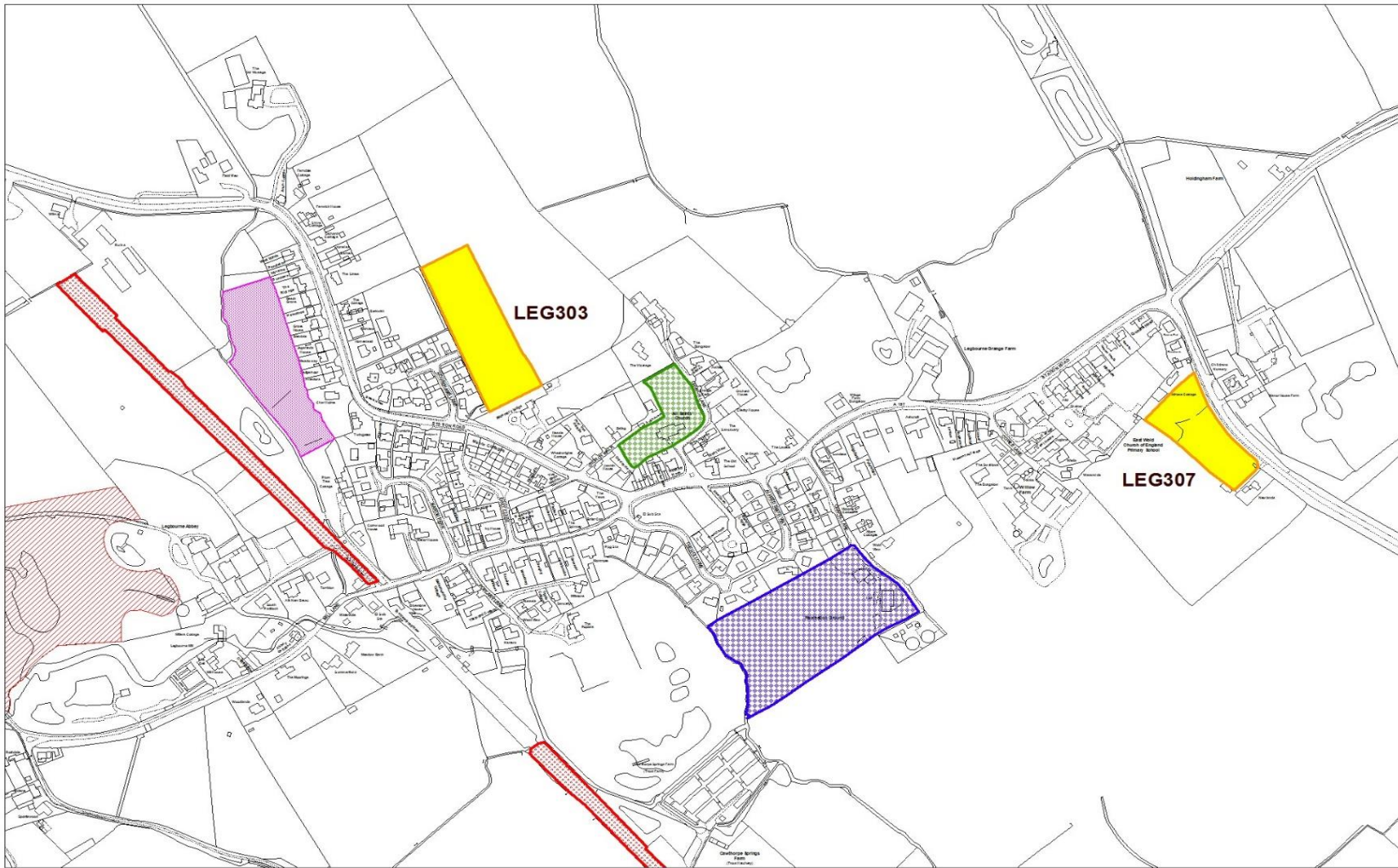
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HUTTOFT

LEGBOURNE

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

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



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TF3684



LEGBOURNE

SITE ALLOCATIONS IN LEGBOURNE

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

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

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