

# EAST LINDSEY SETTLEMENT PROPOSALS DEVELOPMENT PLAN DOCUMENT

## PART 2 LOUTH to WRAGBY

ADOPTED JULY 2018


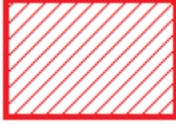
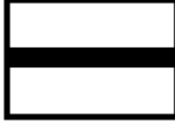



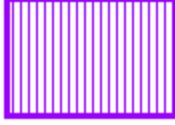

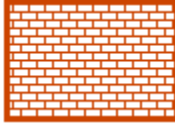


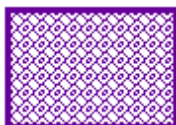

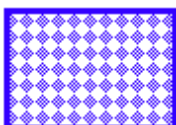











Supporting Economic Growth for the Future





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## Key to Settlement Proposals Maps

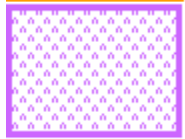
		Ancient Monuments (SP11)		Parish Boundary (Where Applicable)
		Conservation Areas (SP11)		Serviced Holiday Accommodation Area (SP19)
		Protected Open Space (SP25)		Coastal Amusement Areas (SP14 & SP20)
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		Primary Shopping Frontage (SP14)		Proposed Allocated Site (SP3 & SP7)
		Gypsy and Traveller Sites (SP12)		Protected Area Addlethorpe (SP19)
		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)
		Local Wildlife Sites (SP24)		Ancient Woodland (SP11 & SP24)
		Local Nature Reserves (SP24)		Local Geological Sites (SP24)
		Existing Employment Land (SP13 & SP21)		National Nature Reserve (SP24)



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 30<sup>th</sup> November 2016 to 25<sup>th</sup> 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](http://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](http://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**

<b>SETTLEMENT</b>	<b>ALLOCATION</b>
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
<b>TOTAL</b>	<b>3810</b>

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 commitments<sup>1</sup>, 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.**

<b>SETTLEMENT</b>	<b>SITES</b>
<b>ALFORD</b>	<b>Alford Town Council are preparing a Neighbourhood</b>

<sup>1</sup> An existing commitment is a site which already has planning permission.

	<i>Plan and this will set out how the 66 homes and other spatial requirements are to be delivered in Alford over the plan period.</i>
<b>BINBROOK</b>	<b>No allocation</b>
<b>BURGH LE MARSH</b>	<b>BLM305 – Land at Hall Lane BLM313 – Land on the south of Wildshed Lane BLM318 – Land on the south of Station Road 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.</b>
<b>CONINGSBY/ TATTERSHALL</b>	<b>C&amp;T305 – Land off Park Lane C&amp;T306 – Land to the south of Leagate Road C&amp;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. C&amp;T313 – Land on Leagate Farm, Leagate Road</b>
<b>FRISKNEY</b>	<b>FRIS306 – Land to the south of Low Road FRIS316 – Land at Low Road/The Avenue 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. FRIS321 – Land at Burgh Road</b>
<b>GRAINTHORPE</b>	<b>GRA209 – Poors End</b>
<b>HOGSTHORPE</b>	<b>HOG306 – Land at West End HOG309 – Land off Thames Street</b>  <b>Development on the above sites should only take place on the low flood risk areas.</b>



<b>HOLTON LE CLAY</b>	<b>HLC206 – Land off Louth Road HLC302 – Land off Church Road HLC303 – Land east of Louth Road</b>
<b>HORNCastle</b>	<b>No allocation</b>
<b>HUTTOFT</b>	<b>No allocation</b>
<b>LEGBOURNE</b>	<b>LEG303 – Land off Househams Lane LEG307 – Land off Station Road</b>
<b>LOUTH</b>	<b>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</b>
<b>MANBY/ GRIMOLDBY</b>	<b>MAN316 – Land to the rear of the former health centre on the B1200 MAN314 – Land to the east of Carlton Road</b>
<b>MAREHAM LE FEN</b>	<b>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</b>
<b>MARSHCHAPEL</b>	<b>No allocation</b>
<b>NORTH THORESBy</b>	<b>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</b>

	<p><i>assessment of the site.</i></p> <p><b><i>NTH313 – Land off the High Street</i></b></p>
<b><i>PARTNEY</i></b>	<b><i>No allocation</i></b>
<b><i>SIBSEY</i></b>	<p><b><i>SIB303 – Land to the rear of Sibsey House on the east of the A16</i></b></p> <p><b><i>SIB304 – Land to the rear of Tregarthen House, west of the A16</i></b></p> <p><b><i>SIB406 – Land to the rear of Page Close</i></b></p>
<b><i>SPILSBY</i></b>	<p><b><i>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.</i></b></p> <p><b><i>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.</i></b></p>
<b><i>STICKNEY</i></b>	<p><b><i>STK306 – Land to the west of the A16</i></b></p> <p><b><i>STK319 – land adjacent to the depot, Main Road - An adequate green buffer should be provided along the boundary with the adjacent depot.</i></b></p>
<b><i>TETFORD</i></b>	<b><i>No allocation</i></b>
<b><i>TETNEY</i></b>	<p><b><i>TNY311 – Land west of Humberston Road – access needs to be provided for site TNY320</i></b></p> <p><b><i>TNY320 – Land rear of North Holme</i></b></p>
<b><i>WAINFLEET</i></b>	<p><b><i>WAI305 – Land off Mat Pitts Lane</i></b></p> <p><b><i>WAI308B – Land off Barton Road</i></b></p> <p><b><i>WAI308 – Land off Barton Road</i></b></p> <p><b><i>WAI401 – Land off Mats Pitts Lane</i></b></p> <p><b><i>WAI407 – Land off Mats Pitts Lane</i></b></p>
<b><i>WOODHALL SPA</i></b>	<p><b><i>WSP304 – Land adjacent to St Hughes School</i></b></p> <p><b><i>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.</i></b></p>

	<b>WSP315 – Garage on Witham Road</b>
<b>WRAGBY</b>	<b>WRA024 – Land at Thornfield and the rear of Louth Road</b>

## 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 15<sup>th</sup> of March and the 31<sup>st</sup> 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**

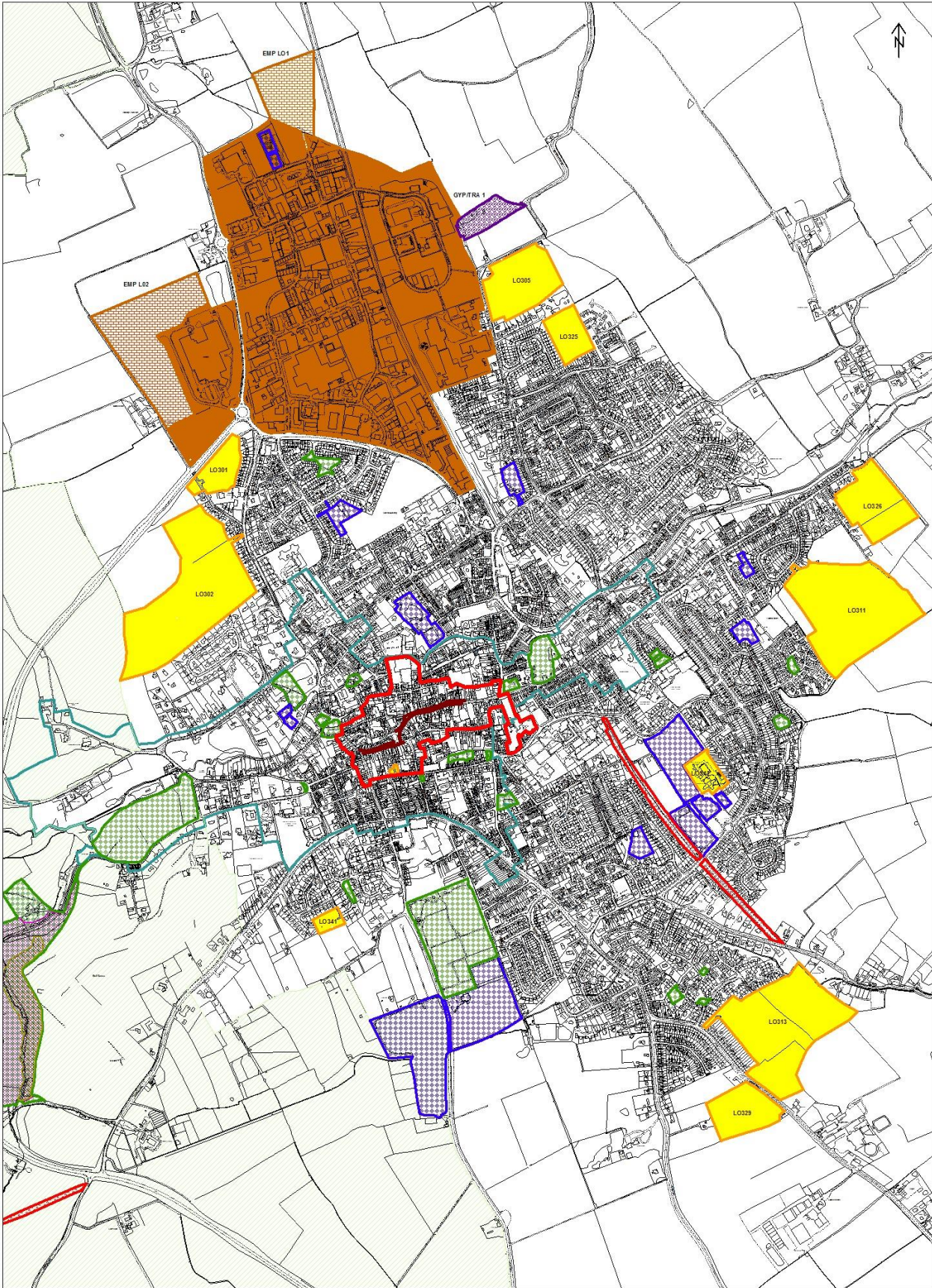
## LOUTH

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

	<p>number of social rented households in Louth (17.2%) and the average (11%). The reason for these differences is unclear but it might in part be a reflection of the 'younger' population and the availability of employment opportunities.</p> <p>Commensurate with the above there is a smaller proportion (29.8%) of households in Louth where the head of the household is over 65 compared to the average of 37.4%.</p>
<b>Employment</b>	<p>The Council has invested significantly in the Fairfield Industrial Estate and it has grown steadily over recent years. In addition to manufacturing businesses such as DS Smith Packaging and Luxus the site houses recycling sites, a number of leisure activities and retail uses. The size of business also varies significantly across the site with the majority of businesses falling into the micro and small (SME) categories.</p> <p>There is still sufficient capacity to accommodate employment growth over the plan period but because of the identified highway constraints in Horncastle and the question mark over the ability of any employment land to come forward there, it is proposed to allocate an area of land to the north of the Industrial estate amounting to 5ha with a direction of travel for future growth to the east for further expansion in the future.</p> <p>The main employment sectors in Louth are Wholesale and Retail Trade (Motor Repairs) 18.5%), Health and associated activities (15.1%), Manufacturing (11.5%) and Education (11.0%). In each case the proportions are between 1% and 2% higher than the average.</p> <p>The Census records 7286 people in employment (P/T, F/T and Self Employed), and a significant number of those (1089) were recorded as working outside East Lindsey, with 550 travelling to NE Lincs and 170 to Lincoln.</p>
<b>Town Centre</b>	<p>The Market Place, Mercer Row and Eastgate are at the core of the historic town centre. Although the Market Place hosts a market 3 days a week, the properties around are primarily commercial and the retail element is spread along Mercer Row and Eastgate. The primary shopping frontages are defined in this area.</p> <p>The town centre boundary is drawn quite closely around the core and the town's main supermarkets are on edge of centre sites. Because of the nature of properties in the town centre - most are small, and many are Listed Buildings - there a few opportunities for major redevelopment.</p> <p>There have been considerable changes in the retail offer in Louth over recent years as the town has responded to trends in the national pattern including a growth in internet shopping. Because of the uncertainty in retailing and the history of small, independent shops in the town it is difficult to predict future needs with any certainty. It is clear however, that if Louth is to maintain its role the relatively short protected frontage that supports the 'hardcore' of prime retail offer must be conserved and its distinctive character and retail offer maintained.</p>
<b>Infrastructure</b>	<p>Access. Louth sits on the cross roads of the main north – south road through the District (A16) and the east to west link between Mablethorpe and Lincoln. The A16 provides easy access to Grimsby, like Lincoln a sub-regional centre with the wide range of service associated with a higher order centre including employment opportunities. As part of the strategic</p>



	<p>road network these roads are also main bus routes with good links in particular to Grimsby.</p> <p>Public transport also provides a round town service in Louth connecting the more distant residential estates to the centre.</p> <p>The transport assessment undertaken for the County Council indicates that future development will not place undue pressure on the road network.</p> <p>Water Infrastructure – Louth is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the Water Recycling Centre is red with water resources/supply being green.</p> <p>Education. Louth has 4 'state' primary schools and three secondary schools. Three of the primary schools are identified as having no additional capacity, the 4<sup>th</sup>, Lacey Gardens, has limited capacity. At secondary level the Grammar School has no capacity, and Cordeaux Academy has limited capacity. There is no issue at the Monks Dyke Tennyson Academy.</p> <p>The Council is working with Lincolnshire County Education Authority to seek to redress these shortfalls using monies from Section 106 Agreements including the possibility of building a new primary school.</p> <p>Health. In addition to the 3 doctors surgeries Louth also retains a small hospital providing a limited range of services in partnership with local GPs.</p>
<p><b>Further commentary</b></p>	<p>As the Infrastructure assessment above shows this will require some investment to meet the increased demand for services and both health and education contributions are being sought (via Section 106 Agreements) to respond to that expectation. The Council is also working with the Lincolnshire County Council Education Service during the 5 year review of the Local Plan to try and provide additional primary education capacity in the town.</p> <p>A site on Brackenborough Road is shown on the proposals map at Louth to provide provision for 10 permanent Gypsy and Traveller pitches.</p> <p>As with most of the District green field sites are the basis for most of the allocation, there may be opportunities - through the necessary open space and layout to expand the biodiversity in these areas. Many of them are not widely visible from the public domain and have strong boundary treatments and intervening landscape features, so the impact on the wider landscape varies enormously and is not always related to the size of the site.</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>

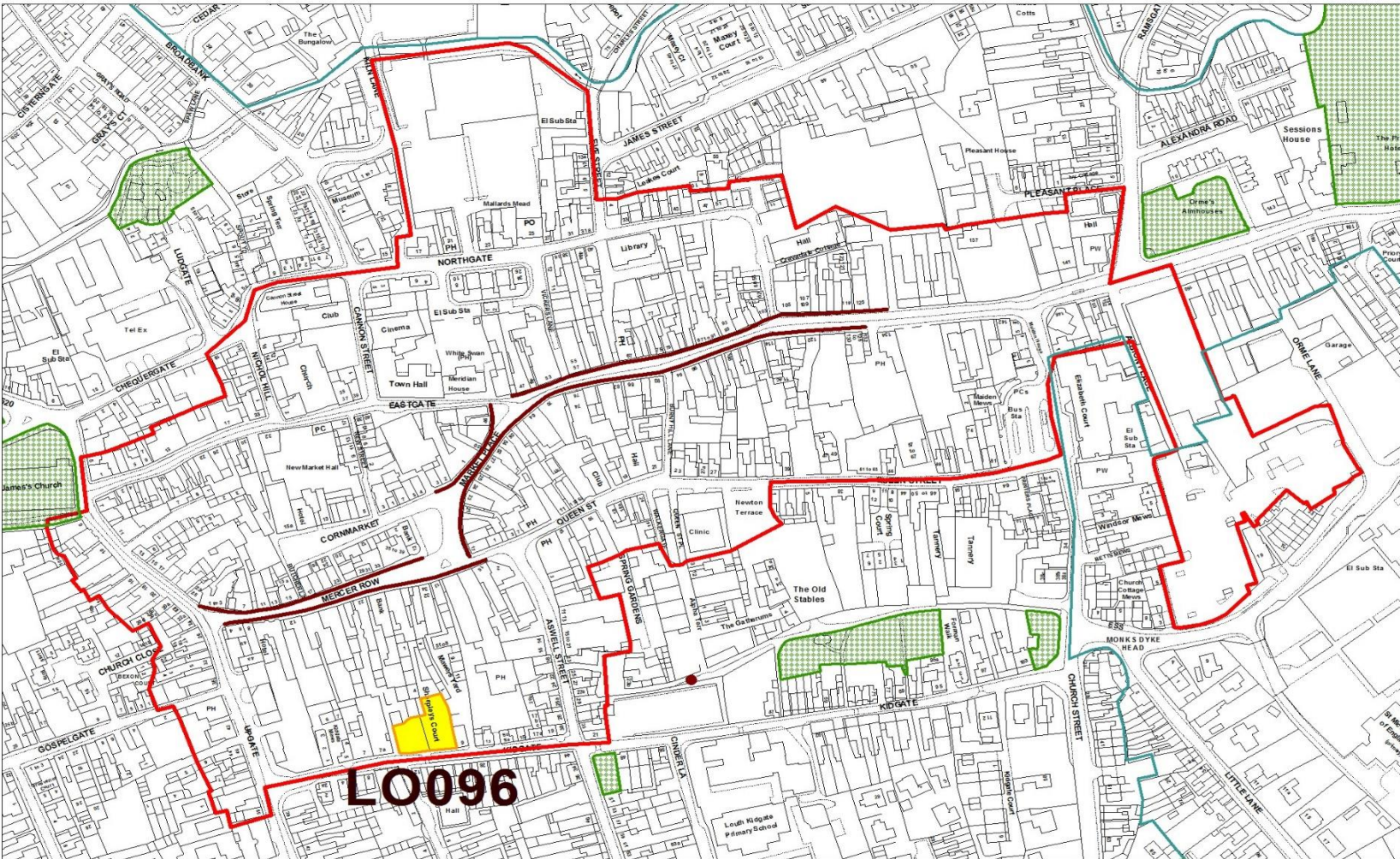


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**LOUTH**





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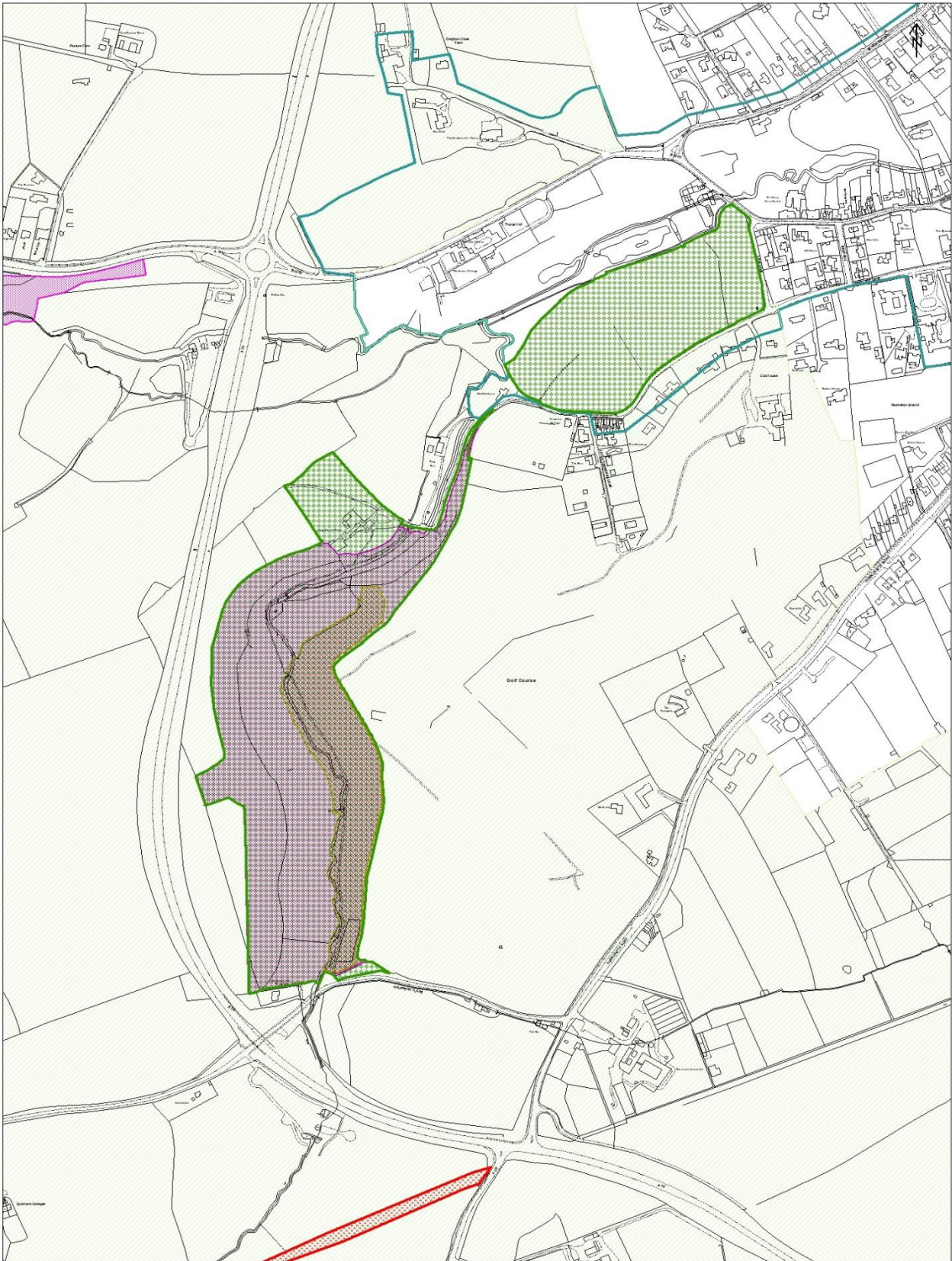
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## LOUTH TOWN CENTRE



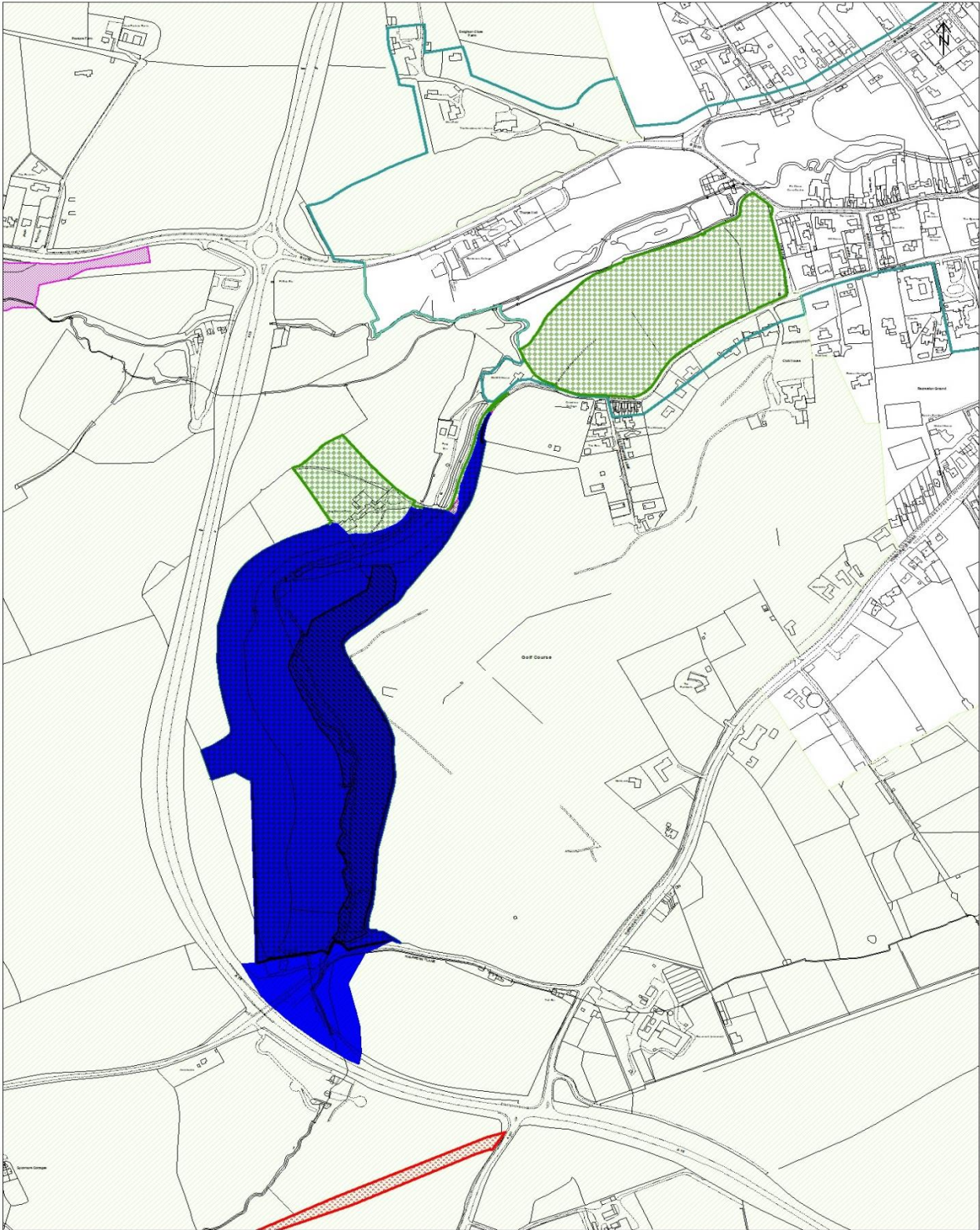


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**LOUTH**





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**LOUTH**

## SITE ALLOCATIONS IN LOUTH

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

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



	walking. The majority of services and facilities can be accessed on foot and Louth is a public transport hub. The owner has confirmed that they own the house and are willing to demolish.
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward
<b>Viability of the site</b>	No indication of any constraints that could affect viability.
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

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

<b>SITE HAS PLANNING PERMISSION GRANTED 25/7/2016 after the plan period commenced</b>			
<b>Site Reference</b>	LO302	<b>Promoter</b> Owner known to the Council	
<b>Site Location</b>	Land off Grimsby Road, Louth		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	13.9 ha	<b>No of Dwellings</b>	Capacity 342 reduced to 240 Affordable housing 30% - 72 Extra Care Provision - 80
<b>Suitability of the site in broad</b>	Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with mature boundary treatments of hedges and trees		

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

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

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

<b>Site Reference</b>	LO312	<b>Promoter:</b> Owner known to the Council	
<b>Site Location</b>	Wallis House, Birch Road, Louth		
<b>Site Description</b>	Disused social services building and land		
<b>Site Area</b>	1.40 ha	<b>No of Dwellings</b>	Capacity 38 Potential affordable housing 30% - 11
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is a disused county council building and surrounding land. Boundary treatment is hedges. The site is fairly enclosed though it can be seen from the adjacent playing field; development of the site would tidy it up and improve the townscape. There is no impact on the historic environment. The site is reasonably close to the services and facilities'/town centre the access is going to be onto Birch Road, the access is too narrow onto Monks Dyke Road; there are footpath links to the centre. The site is also adjacent to a playing field and the leisure centre.</p>		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of</b>	The owner of the site has informed the Council that they are going to		

<b>the site</b>	bring the site forward.
<b>Viability of the site</b>	No indication of any constraints that could affect viability.
<b>Phasing</b>	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.

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

<b>Site Reference</b>	L0325	<b>Promoter</b> Owner known to the Council	
<b>Site Location</b>	Land off Shearwater Close, Louth		
<b>Site Description</b>	Grassed field		
<b>Site Area</b>	2.11 ha	<b>No of Dwellings</b>	Capacity 54 Potential affordable housing 30% - 16
<b>Suitability of the site in broad planning terms</b>	Yes the site is suitable. The site is not in flood risk. The site is a grassed field with mature hedges and trees for boundaries. The land is quite flat and enclosed by its boundary treatments so would not have an impact on the wider landscape. There is no impact on the townscape this is a natural extension to the built environment, no impact on the historic environment. The site is reasonably close to services and facilities/town centre and there is a footpath connection via Shearwater Close. A vehicle access can be formed via Shearwater Close; there is also the potential for pedestrian access from Amanda Close and Willow Drive. A planning application on the adjacent land did not raise issues regarding the wider highway network.		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		
<b>Phasing</b>	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.		

<b>Site Reference</b>	L0326	<b>Promoter:</b> Owner known to the Council	
<b>Site Location</b>	Land off Eastfield Road, Louth		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	4.66 ha	<b>No of Dwellings</b>	Capacity 122 reduced to 76 Potential affordable housing 30% - 22
<b>Suitability of the site in broad planning terms</b>	Yes the site is suitable. Yes the site is suitable. The site is not in flood risk. The site is agricultural land with mature hedges and trees for boundaries apart from the south west where there are houses along Park Row. The land rises up from Eastfield Road, but is quite flat further into the site and enclosed by its boundary treatments. The impact on the wider landscape will depend on the treatment to the Eastfield Road frontage. There is no impact on the townscape or on the historic environment. The site is 1.5 km from the town centre but it is starting to move out into the open countryside, there is a footpath connection along Eastfield Road. A vehicle access can be formed via Eastfield Road. There is a public footpath on the opposite side of the road linking into a wider footpath network which could encourage walking. Capacity has been reduced by 46, the half of the site has planning permission and the layout leaves two possible accesses into the land at the rear.		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		
<b>Phasing</b>	The delivery of the site is expected to forward in the first five years of the plan period, as indicated by the landowner.		

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

<b>Site Reference</b>	LO341	<b>Promoter:</b> Owner known to the Council	
<b>Site Location</b>	Land off Bluestone Rise, Louth		
<b>Site Description</b>	Grassed fields and former tennis courts		
<b>Site Area</b>	0.59 ha	<b>No of Dwellings</b>	Capacity 15 reduced to 5
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is a grass field and was the former playing field for a local school. There would be no impact on the wider landscape the site is quite enclosed. There is no impact on the historic environment. The site was formerly playing fields for the local school but there is no evidence that these were open to use by the wider public and they have been unused for some time. The site is reasonably close to services and facilities, including recreation facilities, and the town centre with footpath links via Bluestone Rise. An access can be formed onto Bluestone Rise for a limited number of dwellings. The capacity has been reduced to reflect this, no access should be formed off Julian Bower, and it is too narrow and cannot be widened without causing significant harm to its rural character.</p>		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		



<b>Phasing</b>	The landowner has indicated that they are going to bring the site forward in the first five years.	
<b>Site Reference</b>	EMP LO1	<b>Promoter:</b> East Lindsey District Council
<b>Site Location</b>	North of Fairfield Industrial Estate, Louth	
<b>Site Description</b>	Agricultural Land	
<b>Site Area</b>	4.1ha	
<b>Suitability of the site in broad planning terms</b>	<p>The site lies immediately to the north of the existing industrial estate and is in the ownership of the Council with the intention of providing an extension to the existing estate. It is well related to existing development and businesses and can benefit from those linkages. There is good access from the existing road network that will require only a short extension to Nottingham Road to link directly to the site via a break in the existing landscape buffer on the existing northern boundary of the estate. The site has mature hedges to the eastern, western and southern boundaries. To the west of the site the former railway line provides a strong hedge line and this should be retained and re-inforced as part of any development to screen the views from the west over open fields.</p> <p>The land to the north and west is part of the adjoining Brackenborough Hotel site where planning permission has previously been granted for the extension of tourism and leisure uses to include outdoor pursuits. Further landscaping may be required to protect the potential for the development of that area.</p>	
<b>Infrastructure</b>	There are no major infrastructure constraints to the development of the site.	
<b>Deliverability of the site</b>	The site is owned by the Council who are intending to bring the site forward to meet need identified from potential developers.	
<b>Viability of the site</b>	There are no known constraints which would affect the viability of the site.	

<b>Site Reference</b>	EMP LO2	<b>Promoter:</b> Owner is known to the Council
<b>Site Location</b>	West of the A16 and Fairfield Industrial Estate, Louth	
<b>Site Description</b>	Agricultural Land	
<b>Site Area</b>	9.9 ha	
<b>Suitability of the site in broad planning terms</b>	<p>The site is located close to the edge of Louth and has good access onto the adjacent main road. It has the benefit of outline planning permission, granted as part of a 1993 approval, and implemented with the construction of a factory on the site frontage, with which it shares an access. The Local Plan aims to formalise that status.</p> <p>It is considered that provided the design and scale of any development takes into account the potential impact on both the nearby Lincolnshire Wolds AONB and on the wider environment to reflect its prominent location that the site remains a suitable location for employment use.</p>	
<b>Infrastructure</b>	There are no major infrastructure constraints to the development of the site.	
<b>Deliverability of</b>	There Council knows of no reason why the site should not be brought	

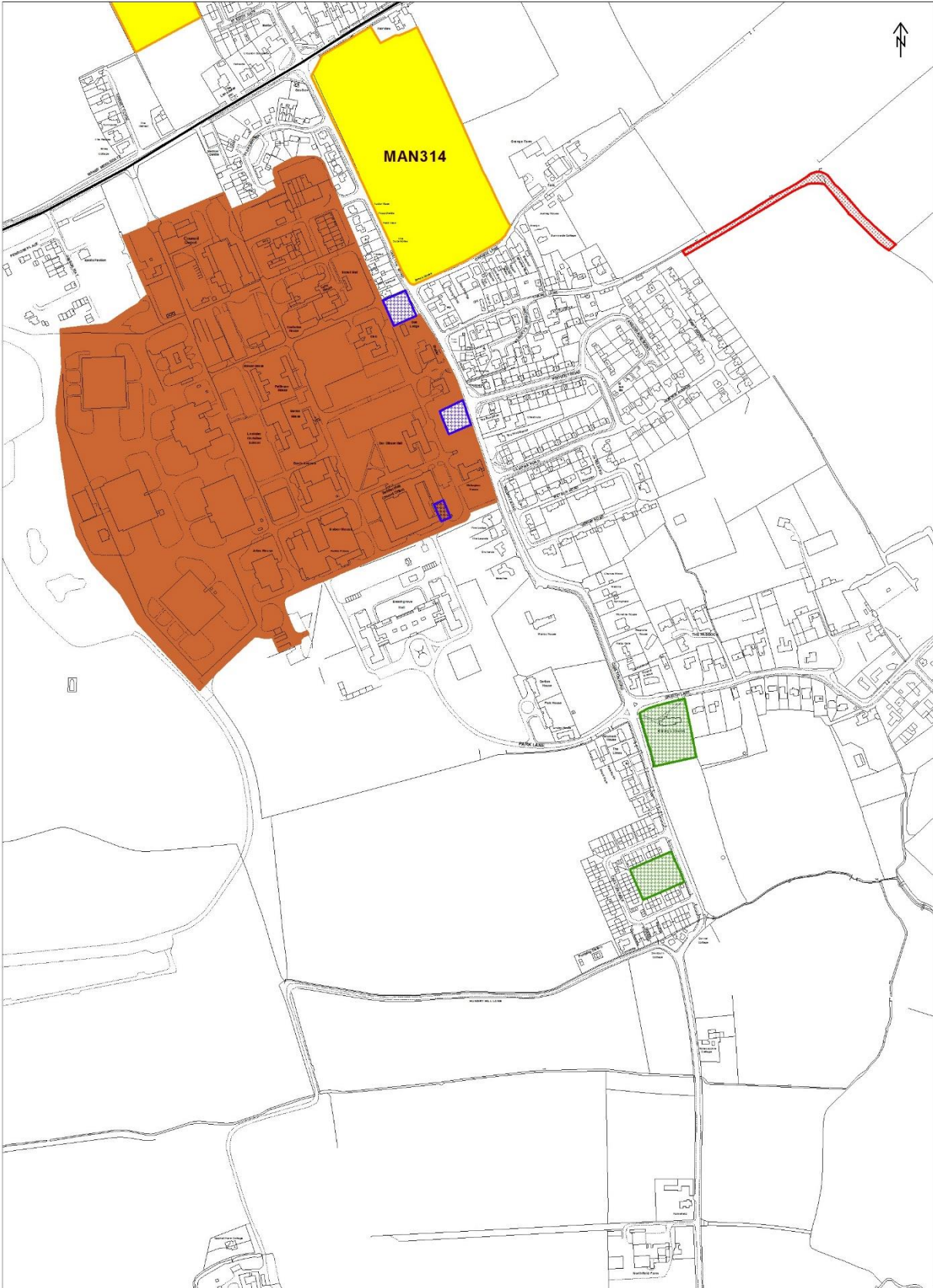
<b>the site</b>	forward and developed.
<b>Viability of the site</b>	There are no known planning constraints affecting the viability or deliverability of the site.

<b>Site Reference</b>	GYP/TRA 1	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land off Brackenborough Road, Louth		
<b>Site Description</b>	Unimplemented Gypsy/Traveller Site		
<b>Site Area</b>	1.71 ha	<b>No of Dwellings</b>	Capacity 11 pitches (permanent site)
<b>Suitability of the site in broad planning terms</b>	Yes the site is suitable. The site has already obtained planning permission for a gypsy and traveller site. Biodiversity and noise impact were already considered by the Inspector at that time and noise attenuation was part of the conditions of the approval. The site is outside of flood risk. There is an identified need for permanent Gypsy and Traveller accommodation in the District to meet the need of those already in unsuitable accommodation in the area. It is within walking distance of local shops and services and is 2km from the town centre. Access can be created onto Brackenborough Road, safe access can be provided. The location of the site, on the edge of a town, enables access to services and facilities including shops, medical, recreation and education facilities.		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of the site</b>	The Council is negotiating for the purchase of the site and will then ensure that the permission already in place is implemented.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		
<b>Phasing</b>	It is anticipated that the site will be brought forward as soon as possible after completion of the purchase.		

## MANBY/GRIMOLDBY

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

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

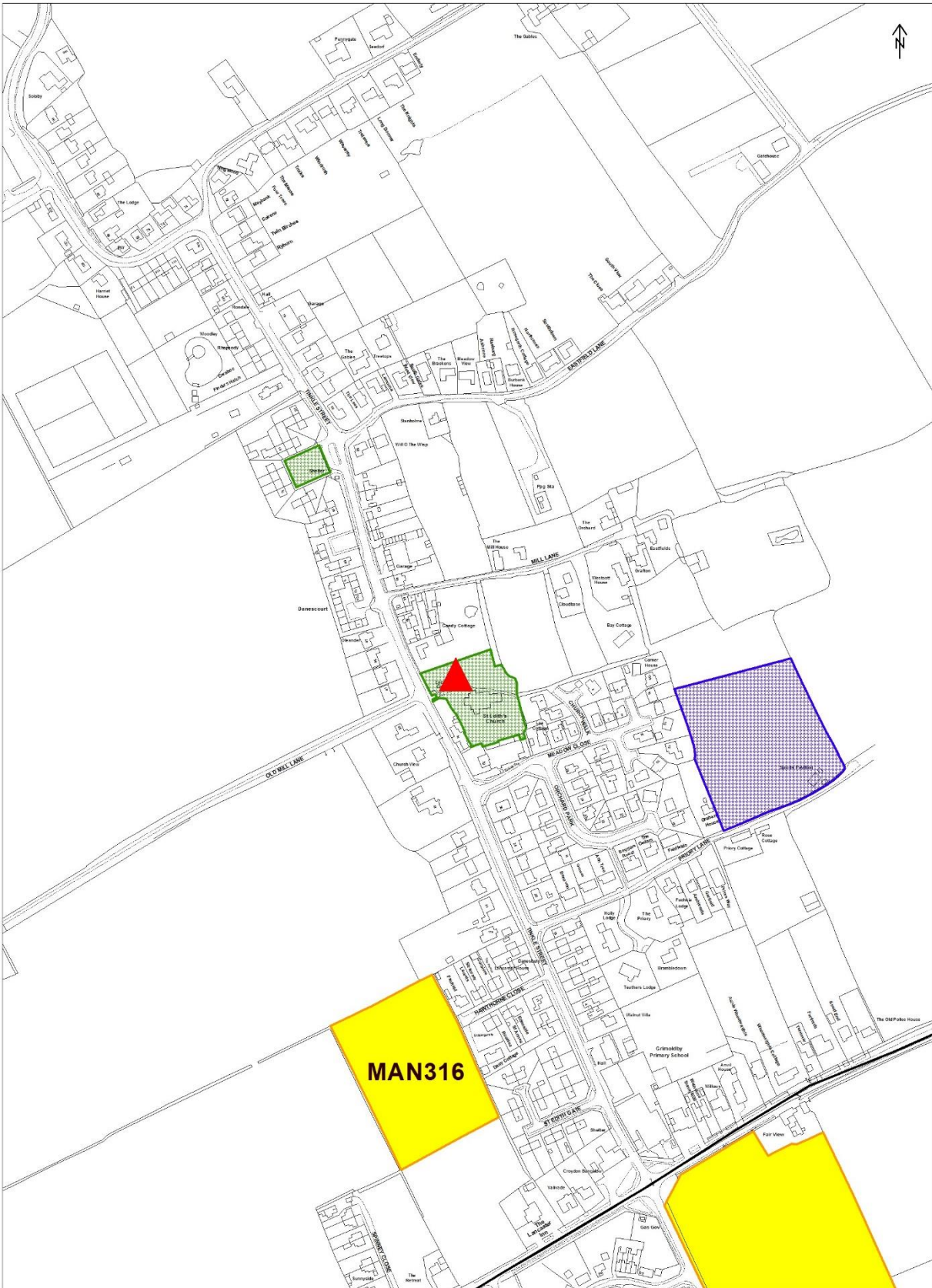


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**MANBY**





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**GRIMOLDBY**



## SITES FOR ALLOCATION IN MANBY/GRIMOLDBY

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

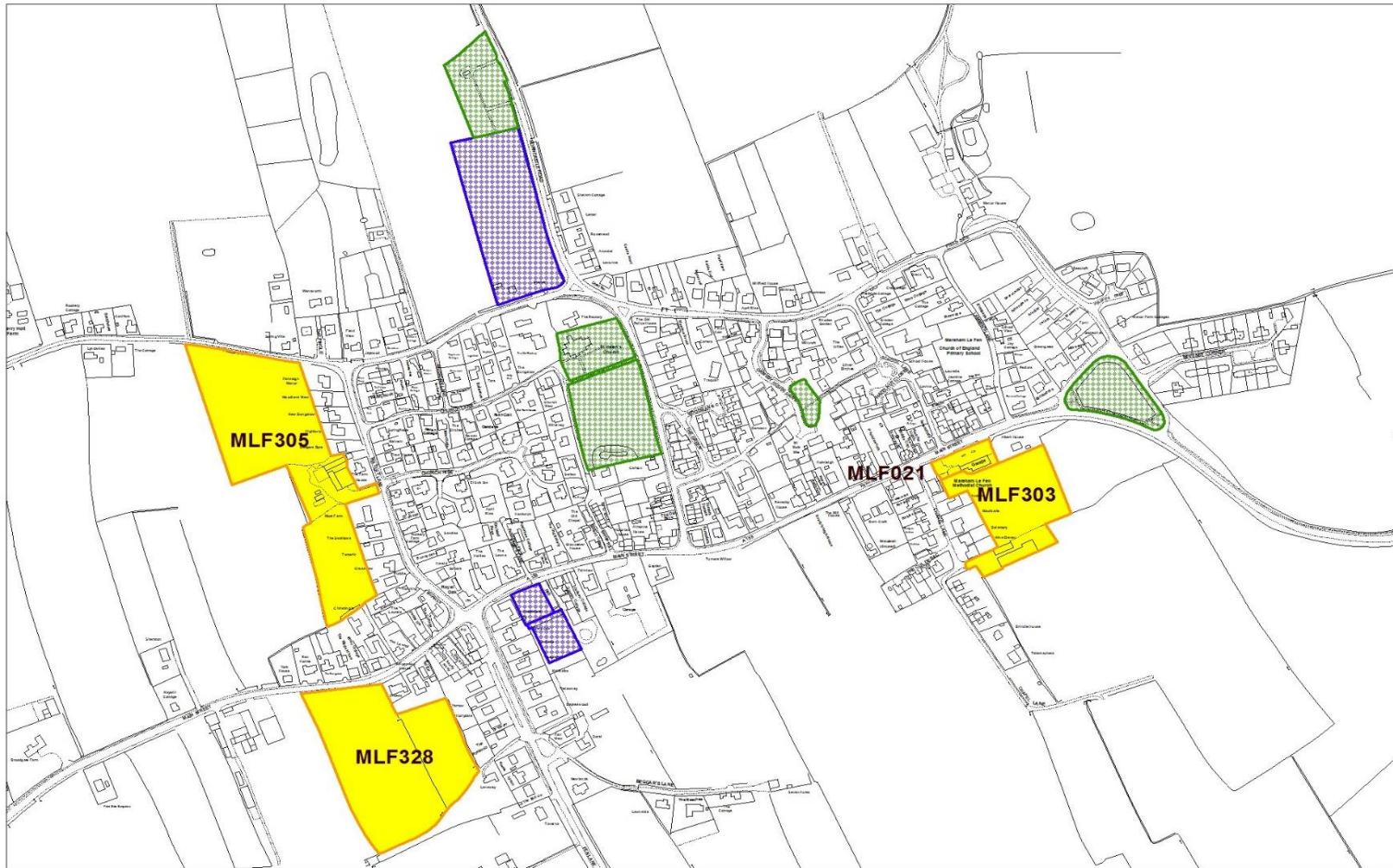
<b>Site Reference</b>	MAN314	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land to the east of Carlton Road, Manby		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	4.94 ha	<b>No of Dwellings</b>	Capacity 94 reduced to 50 Potential affordable housing 30% - 15
<b>Suitability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

<b>Phasing</b>	The delivery of the site is expected within the last five years of the plan period.

## MAREHAM LE FEN

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

	<p>proportions employed in each follow the District average with the exception of manufacturing which is 13% compared to the average of 9.3%; and the accommodation sector which employs 6% fewer than the average (8.9%).</p> <p>There is a large employer in the village.</p>
<b>Infrastructure</b>	<p>Access. The A155 provides good access to the larger centres of Coningsby and Spilsby and the facilities in the sub regional centre of Boston can be readily accessed. However, although there is a shopper bus facility there is no commuter bus serving Mareham. Access to Horncastle is quite poor, along minor roads.</p> <p>Water Infrastructure – Mareham le Fen is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the facility is amber with water resources/supply being green. The developed area of the village is outside of the Witham 4th Drainage Boards legislative District but within its catchment area. Access to managed surface water outfalls in the village is problematic and requires improvement or new services to be constructed for any major development. The piped systems on Watery Lane and Fen Lane cannot cope with extreme events resulting in surface water flooding, the board has recently adopted the open dyke on Fen Lane. However, development coming forward in the village is able to demonstrate that drainage issues can be overcome.</p> <p>Education. Mareham has a primary school that is recorded as having adequate capacity. Secondary education is available in Coningsby/Tattershall and (some sites) in Horncastle.</p>
<b>Further commentary</b>	<p>As indicated above there are some constraints to development in Mareham in terms of the availability of services and these will require further investment to meet the demand generated by future development.</p> <p>As the Infrastructure section above indicates further investment in the Water Recycling Centre will be required to support future growth and there may be issues with access to managed surface water outfalls. However, the East Lindsey Water Cycle Study 2016 indicates that there are no impediments to the deliverability of the sites selected and that development sites over 10 homes will need to engage at an early stage with Anglian Water on a site by site basis.</p> <p>The delivery rate of housing across the village will be monitored during the 5 year review of the Local Plan to assess whether housing is being prevented from coming forward because of the water infrastructure. If it is then the Council will need to consider what if any intervention can take place to rectify the situation or if the allocation will have to be made elsewhere. Because of this issue an additional site has been allocated MF303 which had no adverse comments about drainage from the Witham 4<sup>th</sup> Drainage Board.</p>



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## MAREHAM LE FEN

## SITES FOR ALLOCATION IN MAREHAM LE FEN

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

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

<b>the site</b>	bring the site forward.
<b>Viability of the site</b>	No indication of any constraints that could affect viability.
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

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

<b>SITE HAS PLANNING PERMISSION GRANTED FOR PHASE 1, 16/12/2016 after the plan period commenced</b>			
<b>Site Reference</b>	MLF328	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land on the south of Main Street, Mareham Le Fen		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	2.01 ha	<b>No of Dwellings</b>	Capacity 37 reduced to 32 Potential affordable housing 30% - 9



<p><b>Suitability of the site in broad planning terms</b></p>	<p>Yes, the site is suitable. The site is not in flood risk. The site is an open field with trees and hedges forming the boundary to the rear and the built environment to the east and west; the frontage is open. The site contains and is surrounded by drainage ditches which will provide opportunities for biodiversity which can be supported by landscaping of the site. Wider views out of the site to the east and south are blocked by the boundary treatment and development; there is some impact on the wider landscape to the south west where the site is very open. The site is prominent in views along Main Street, although this is somewhat restricted by adjacent development. The site forms a natural extension to the built environment on this side of the village and therefore would not impact on the townscape. There is no impact on the historic environment. The site is close to services and facilities, there is a footpath link on the other side of the road and there is the room to create a link on the side of the site. A vehicle access can be created onto Main Street. There were issues with drainage and possibly archaeology on this site a planning application was submitted but withdrawn because of issues. These issues appear to have now been resolved. Capacity reduced slightly because the site lies on the edge of the village and therefore should have a lower density.</p>
<p><b>Infrastructure</b></p>	<p>The site has no direct connection to a managed surface water discharge point. Discussions have taken place between the owner of the site and the drainage board in light of which there are no major infrastructure constraints.</p>
<p><b>Deliverability of the site</b></p>	<p>The owner of the site has informed the Council that they are going to bring the site forward.</p>
<p><b>Viability of the site</b></p>	<p>No indication of any constraints that could affect viability.</p>
<p><b>Phasing</b></p>	<p>The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.</p>
<p></p>	<p></p>

## MARSHCHAPEL

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

	Health. Marshchapel does not have a doctors surgery these are available at North Somercotes (5 miles) N. Thoresby (5m).
<b>Further commentary</b>	The most significant issue in Marshchapel is coastal flood risk, which discounts available sites from being considered.



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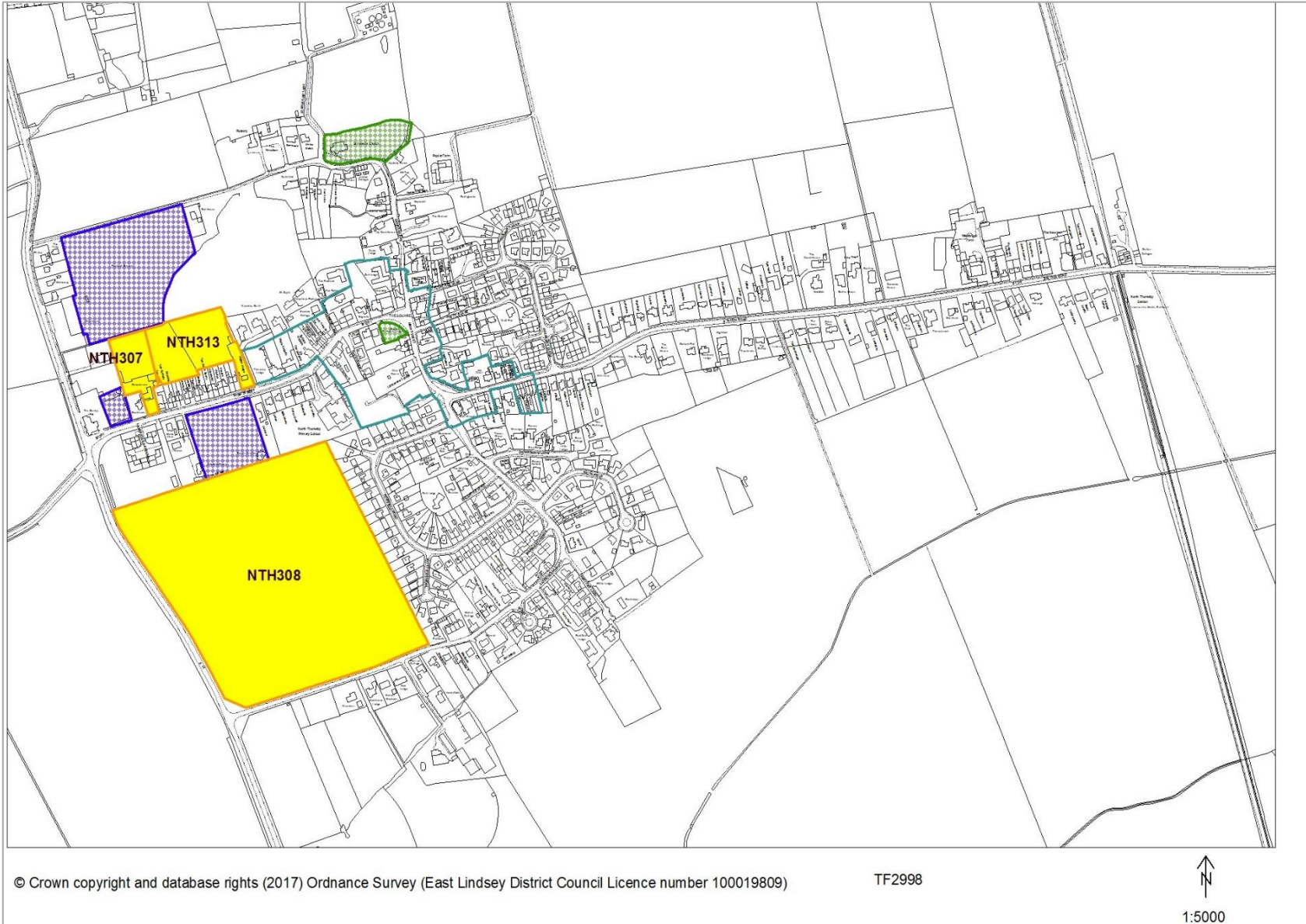
**MARSHCHAPEL**

## NORTH THORESBY

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

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





**NORTH THORESBY**

## SITE ALLOCATIONS IN NORTH THORESBY

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

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



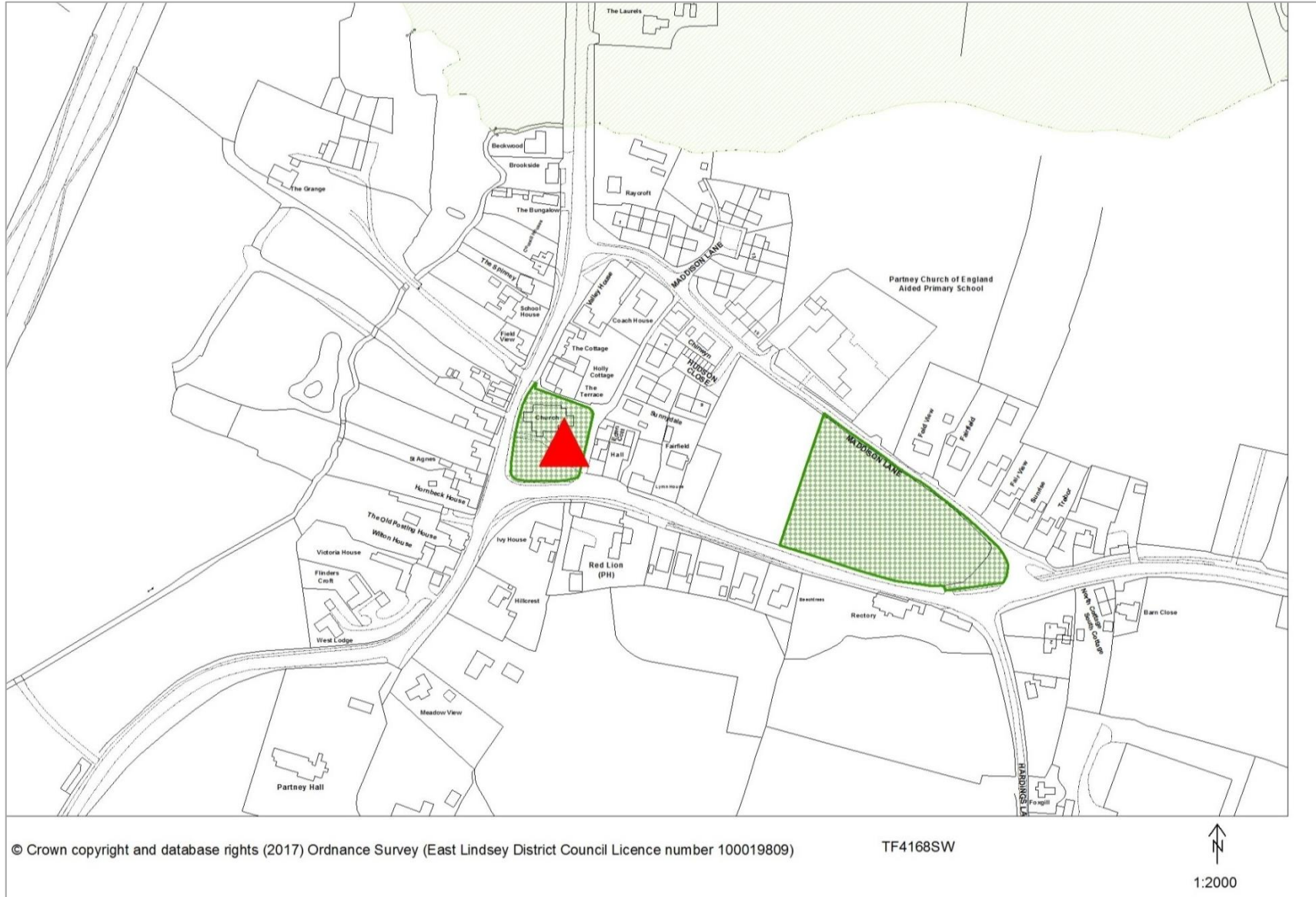
	either through NTH309 or through the cricket ground adjacent to the site; without this the distance walked to access services would be approx 700 metres. There should be no access onto the A16 because of danger to road users. This site would be required to provide green space/open space, it will also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

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

## PARTNEY

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

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



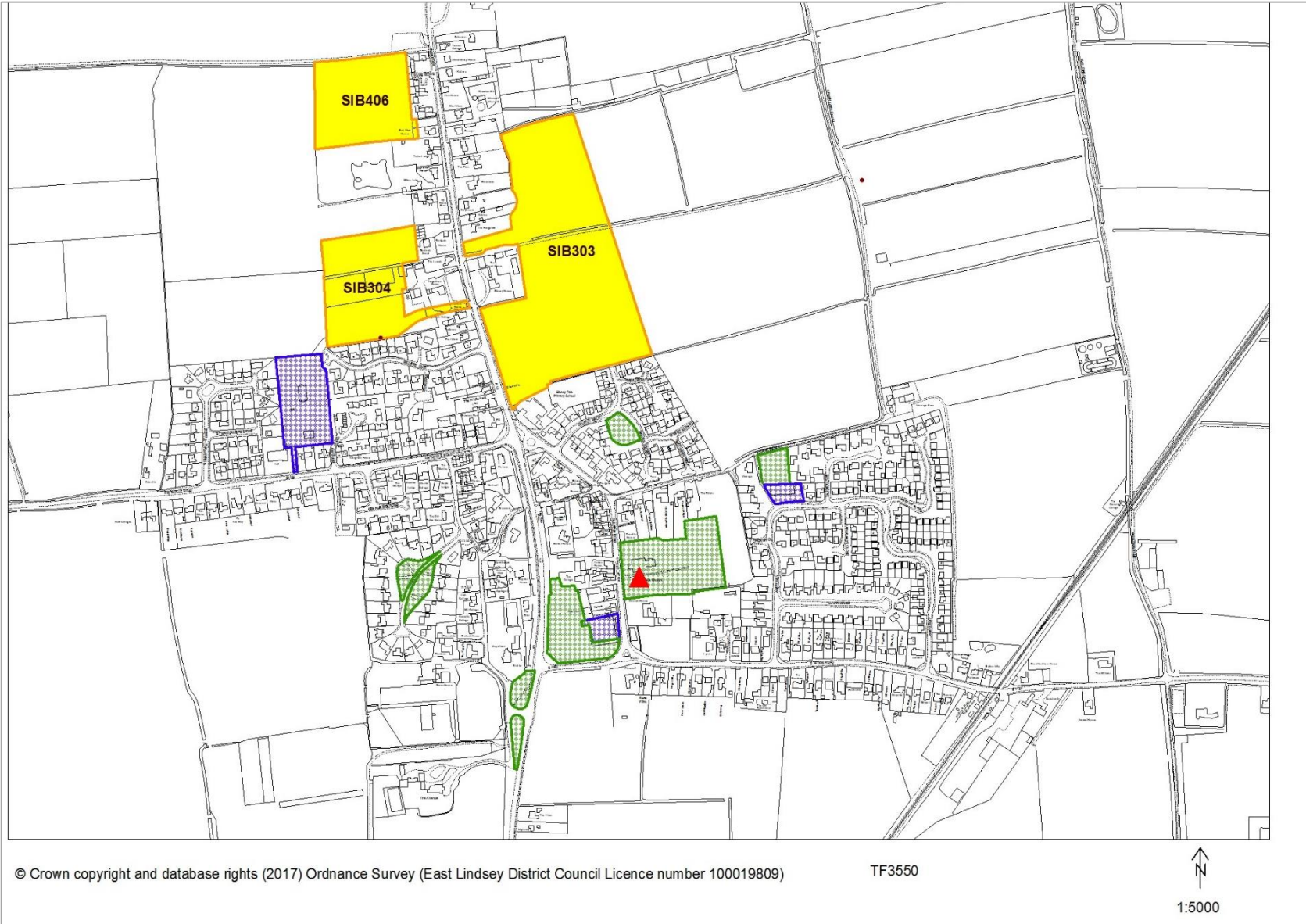
**PARTNEY**

## SIBSEY

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

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





**SIBSEY**



## SITES FOR ALLOCATION IN SIBSEY

<b>Site Reference</b>	SIB303	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land to the rear of Sibsey House on the east of the A16, Sibsey		
<b>Site Description</b>	Agricultural land		
<b>Site Area</b>	6.6 ha	<b>No of Dwellings</b>	Capacity 469 reduced to 200 Potential affordable housing 30% - 60
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is outside the flood hazard zones. The site is agricultural fields with good boundary treatment along the A16 frontage but poor along its boundaries to the countryside. There would be an impact on the wider landscape because the site allows views from Church Walk out to the north and east, though these lie at the end of a cul de sac so not open to wider public views also along the open parts of the A16 there are views to the east. The site would also be visible in views from the A16 and would also be very visible in views into Sibsey when approaching from the east. There would not be an impact on the townscape because the site lies within an area which would form a natural extension to the village. Sibsey House and Coach House share a boundary with this site and are listed buildings and regard should therefore be had to their settings in the layout and design of any development. All impacts can be offset with good design that allows development to blend within its surroundings and strategic open spaces with good tree planting. The site is close to services and facilities with a footpath to the centre of the village, a site of this size would be required to provide a comprehensive range of green space/open space which will provide opportunities for sport and recreation and also for species migration and adaptation. The site can be accessed onto the A16. The site was put in for an area covering 11 hectares, this amount of housing is not required in the settlement therefore the size of the site has been reduced with a reduction in the capacity because a lower density would be expected as you move toward the rear of the site and the countryside and the listed building to the north will affect the density on that side of the development.</p>		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site. With regard to surface water drainage, an attenuated discharge would be acceptable. Soakaways may not be suitable at this location		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

<b>Site Reference</b>	SIB304	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land to the rear of Tregarthen House on the west of the A16, Sibsey		
<b>Site Description</b>	Grassed fields		
<b>Site Area</b>	2.14 ha	<b>No of Dwellings</b>	Capacity 40 reduced to 5
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is grassed fields with good boundary treatment of hedges and mature trees. There would not be an impact on the wider landscape because the site is well enclosed by its boundary treatment and existing development along the A16 and Millers Gate. There would not be an impact on the townscape</p>		

	because the site lies within an area which would form a natural extension to the village and is not highly visible in the street scene. There would not be an impact on the historic environment. The site is close to services and facilities with a footpath to the centre of the village. Access can be achieved onto the A16 from the site but only for a limited number of dwellings. The landowner has indicated they wish to develop 5 dwellings on the site.
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site. There is a Witham 4 <sup>th</sup> Drainage Board maintained watercourse which exists 240m (approx.) to the west of this site and to which an attenuated discharge would be acceptable. OS maps show a private dyke connecting the site to the Board's watercourse. Its condition (and indeed existence) will need to be considered before development of the site. Soakaways may not be suitable at this location.
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.
<b>Viability of the site</b>	No indication of any constraints that could affect viability.
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

<b>Site Reference</b>	SIB406	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land to the rear of Page Close, west of the A16, Sibsey		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	1.85 ha	<b>No of Dwellings</b>	Capacity 34 Potential affordable housing 30% - 10
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is flat with no boundary treatment. The properties along the A16 block views of the wider landscape. There is a view of the listed Sibsey Trader windmill as you enter the village from the north. The site affects the setting of the Trader Mill, there is a strong argument that surrounding fields worked with the mill historically. The Windmill is affected if the entrance that will be used for this site is the one directly opposite, there would be no impact if the entrance further north is used. A sensitive approach to site layout and high quality design of development would be expected as part of any proposal to reduce impact on its historic assets and good design should mitigate against any impact on the historic environment.</p> <p>There would be no impact on the listed former Rhoades Mill on the opposite side of the A16. The site would not impact on the townscape. Overall there will be some impact on the landscape. The site is close to the services and facilities in the village, there are a number of opportunities for vehicle and pedestrian accesses from the site through Page Close or there is a farm track adjacent to Page Close and the site to the rear. There are footpaths along the main road. This site is large enough to provide some open space/green infrastructure and this will enhance biodiversity on what is a large featureless site.</p>		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site but the site does not appear to be well served by drainage infrastructure so access to a managed surface water discharge point may be problematic. Soakaways may not be suitable at this location.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the</b>	No indication of any constraints that could affect viability, though		

<b>site</b>	drainage could be an issue.
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

## SPILSBY

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

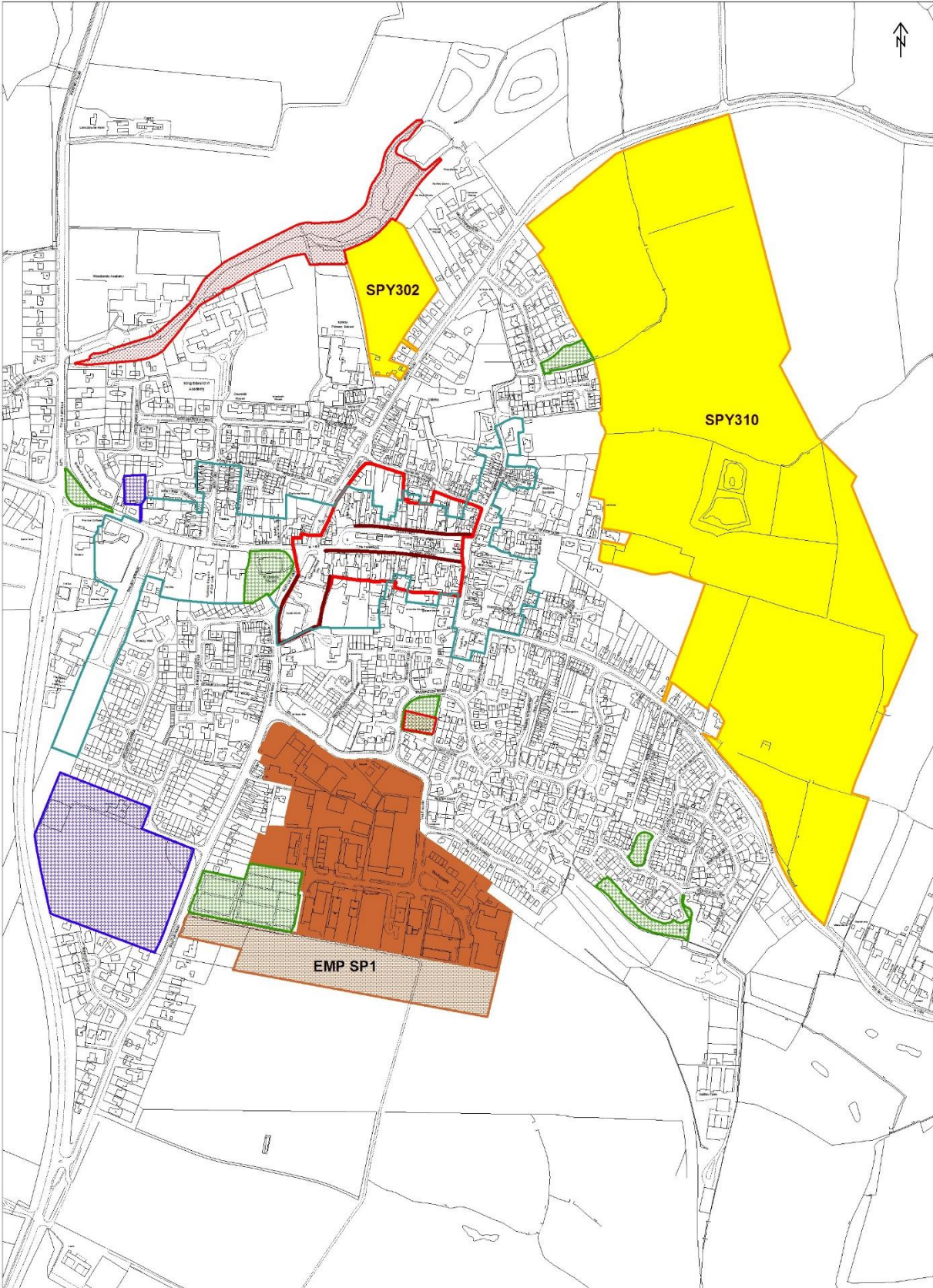
	<p>a mortgage. The rented sectors (social and private) are both proportionally higher than the East Lindsey average with social rented comprising 16.7% [EL 11.0%] and privately rented making up 21.9% compared to 15.3% (EL).</p> <p>With the head of the household in 32.3% of homes aged 65 plus, Spilsby has a lower proportion than the average (of 37.4%), but it has a markedly higher number of over 65s in social housing. (Spilsby 16.8% - EL 9.1%).</p>
<b>Employment</b>	<p>The Vale Road Industrial site covers some 7.5ha and a further 11.6ha was identified as an allocation in the 1995 Local Plan. Take-up on the site has been slow and following a review of demand it is currently proposed to reduce the allocated area to around 3 hectares.</p> <p>There is a range of businesses on the site including farm services, printers and building supplies, along with indoor leisure and community uses. Elsewhere in the town Tongs Engineering along with the schools also provide significant employment locally.</p> <p>At the 2011 Census the main employment sectors recorded in Spilsby were Wholesale &amp; Retail Trade (Repair of Motor Vehicles) 16.3%; Health &amp; Social (15.4%); Education (14.6%) and Manufacturing (12.4%). Overall the distribution follows the District trend, the most obvious differences being in the proportion of Manufacturing businesses where Spilsby has 112.4% compared to the average of 9.3%, and education which, at 14.6% is 5 percentage points higher than the 'norm'.</p> <p>The Census also indicates that the percentages of employees (both full and part time) at 2011 were higher in the town than the District average and that the number of self-employed was over 2.5% lower. There were also fewer 'economically active' retired people in the town (18.8% compared to 24.1%)</p>
<b>Infrastructure</b>	<p>There is a wide range of services available in Spilsby and, as one of the larger settlements it is proposed that a significant level of new development will be delivered.</p> <p>Access. The A16 north-south link provides the key means of access to Spilsby and provides a ready link to the A158 east west link to the north of the town. Access to the town for the surrounding villages is provided along the main roads and the network of secondary routes between.</p> <p>Water Infrastructure – Spilsby is served by its own Water Recycling Centre. Using red, amber and green to indicate issues with the water system the plant is amber with resources/supply being green. Developers will need to be aware of this and may have to work with Anglian Water to enhance the Water Recycling Centre if necessary.</p> <p>Education. There is currently no spare capacity at the Primary School in Spilsby but there are spaces at the Secondary level.</p> <p>Health. There is no capacity at present at the GP Surgery in the town. However, there are proposals to address this issue.</p>
<b>Further commentary</b>	<p>Spilsby is a relatively small, and quite compact, town and all of the allocated sites are within walking distance of the town centre and can provide safe and easy access to services and facilities. This should help to sustain the town centre. There are no fluvial flood risk issues in the town.</p>

There are potential positive benefits in terms of the opportunities to create space for biodiversity, to create more comprehensive green infrastructure provision and, to create more direct pedestrian access to services and facilities in the town centre.

The total amount of housing needed in the plan period is 380.

SPY310, the land between the B1195 and Ashby Road on the east side of Spilsby is anticipated to come forward as a single site and will be developed beyond the present Plan period. This will create economies of scale and assist in the provision of community infrastructure in the settlement particularly a doctor's surgery and green space. It will also enable the creation of road around the settlement on the east side easing traffic through the centre of the town. The total approximate amount of housing to be delivered on the eastern side of Spilsby could eventually be a minimum of 600 homes with development running over the end of the plan period. However, in the plan period it is anticipated that the site will deliver 345 homes. It is also anticipated from information received from the developer that this would be delivered at 30 homes per annum.



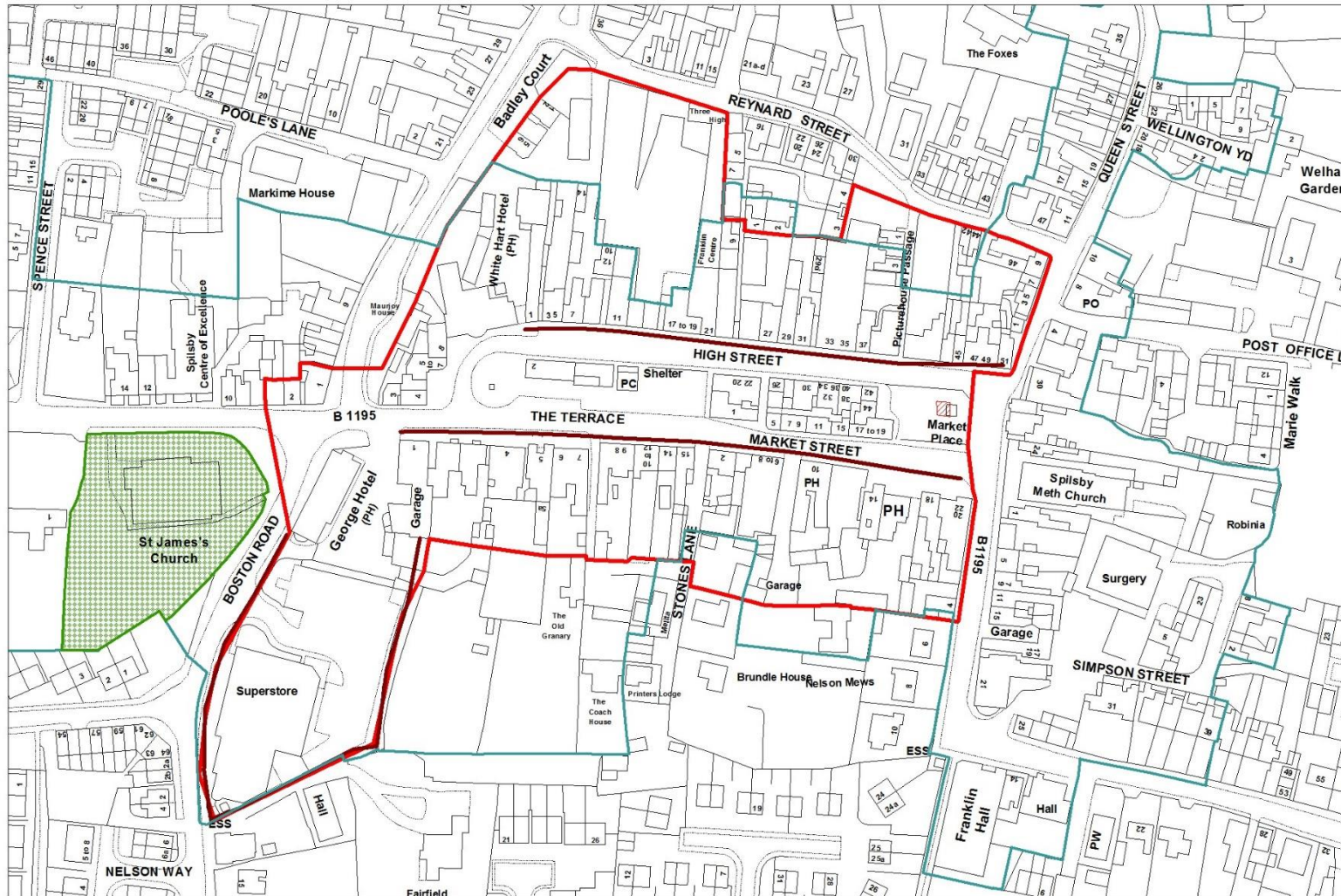


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Scale 1:5000

**SPILSBY**





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TF4066SW



## SPILSBY TOWN CENTRE

## SITES FOR ALLOCATION IN SPILSBY

<b>Site Reference</b>	SPY302	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land to the rear of 55 Ashby Road, Spilsby		
<b>Site Description</b>	Agricultural field		
<b>Site Area</b>	1.47 ha	<b>No of Dwellings</b>	Capacity 47 reduced to 35 Potential affordable housing 30% - 10
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is a house and garden. The single storey dwelling and associated outbuildings on the site would have to be demolished to gain access. To the rear is a grassed field with good mature boundary treatment of hedges and trees. There are large ponds to the north of the site which could have biodiversity which are symbiotic to the grassed field. The largest pond is also well treed and protected by a tree preservation order. A tree lined public right of way runs along the western boundary of the site. Although the site itself is unlikely to contain a high level of biodiversity in its own right, it has the potential to impact on species using the adjoining wildlife corridors. The potential impact would depend on how this site was developed. There is no impact on the wider landscape because the site is enclosed by the properties along Ashby Road. There is some impact on the townscape because the site, has a dwelling on it and this, with the little single storey building and house on the adjacent site, forms a part of the historic streetscape in this part of the settlement. The site is close to services and facilities with a footpath leading to the centre of the town. An access can be formed but only with the loss of the main dwelling. There is a footpath running to the rear of the site leading to the open countryside which could encourage walking. On balance the site is acceptable but it would have to provide a buffer between the ponds to the north. There is a designated SNCI site to the north of the site.</p>		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		
<b>Viability of the site</b>	No indication of any constraints that could affect viability.		
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.		

<b>Site Reference</b>	SPY310	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land between B1195 and Ashby Road, Spilsby (eastern side of Spilsby)		
<b>Site Description</b>	Agricultural fields		
<b>Site Area</b>	1.17 ha	No of Dwellings	345 will be delivered over the plan period. The total capacity of the site is 600 development will therefore run beyond the plan period.
<b>Suitability of the</b>	Yes the site is suitable. The site is not in flood risk. The site is		

<b>site in broad planning terms</b>	<p>agricultural fields with boundary treatment of hedges. There are ponds to the north of the site which could be incorporated into a SUDs scheme and enhance landscaping and biodiversity. There could be some impact on the wider landscape but that could be mitigated against through extensive planting and new landscaping, the site is large enough to accommodate this. There is no impact on the townscape. There is no impact on the Conservation area or setting of the Church. 'Potential Medieval Field System' comments raised by Historic England will need an Archaeological Assessment to determine whether a medieval field system exists and to what extent. There were no adverse comments from Lincolnshire County Archaeology Service. The site is close to services and facilities. There are a number of footpath connections leading to the town centre. The site could form an urban extension scheme which could mirror development in Lady Franklin Drive/Woodland View opposite which would link directly to the town centre. A site of this size would be expected to provide green space/open space and it is proposed that a substantial portion will be given over to this. There is a public footpath leading to the open countryside and back into the town which could encourage walking. A site of this size will create economies of scale and assist in the provision of community infrastructure in the settlement including greenspace and, unless provided elsewhere with the agreement of the Clinical Commissioning Group, a doctor's surgery. It will also enable the creation of a vehicle link between Ashby Road and the B1195 easing traffic through the centre of the town. The site should bring forward a mix of homes including varying home sizes and types. The development is expected to deliver a new doctors surgery and this should be part of the first phase of the development.</p> <p>An education contribution will be required to be negotiated with the Lincolnshire Education Authority at the appropriate time in the development process.</p>
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site.
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.
<b>Viability of the site</b>	No indication of any constraints that could affect viability.
<b>Phasing</b>	The start of the delivery of the site is expected within the first five years of the plan period, as indicated by the landowner. The delivery will extend across the whole plan period and beyond at 30 dwellings per year.

<b>Site Reference</b>	EMP SP1	<b>Promoter:</b> The owner is known to the Council
<b>Site Location</b>	To the south and abutting the existing estate	
<b>Site Description</b>	Primarily agricultural land, however the western portion is a brownfield site	

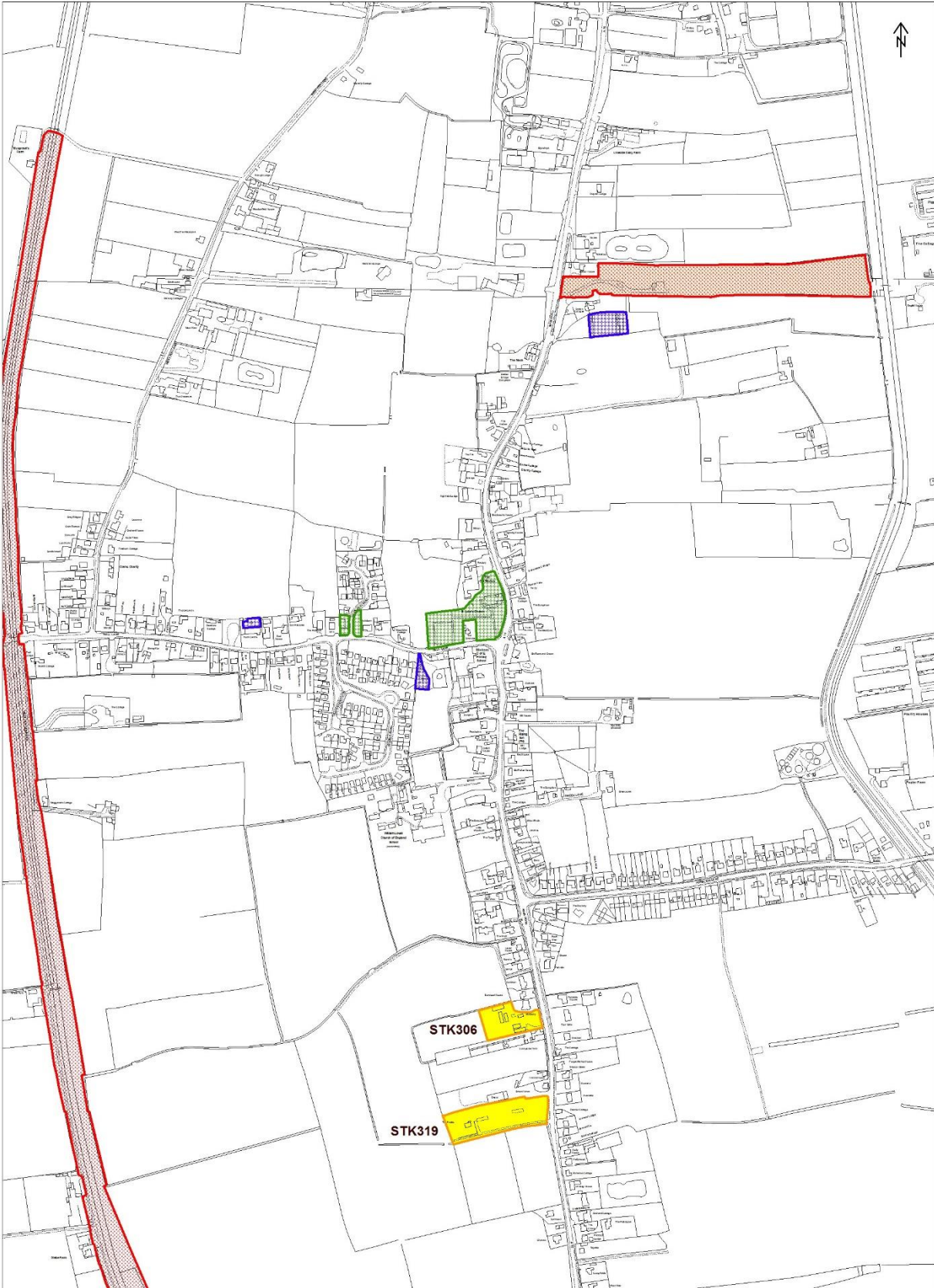
<b>Site Area</b>	3.0 ha
<b>Suitability of the site in broad planning terms</b>	<p>As part of its review of employment land need the Council has re-assessed the existing allocation and reduced the overall area from 10 ha to 3 ha. The site`s location alongside the established estate, close to existing businesses and access to services mean that it remains a preferred site. Because the allocation is part of a larger field, any development will require screening along the open southern and eastern aspects to protect the wider view, and it will also need to be sensitively developed along the western edge where it abuts residential properties.</p> <p>The brownfield land (at the western edge of the site) also offers an opportunity to provide a secondary access into the estate but also has potential for residential development however, this will not compromise delivery of the allocation. The site is outside the identified flood zones.</p>
<b>Infrastructure</b>	There are no major infrastructure constraints to the development of the site.
<b>Deliverability of the site</b>	The land owner has expressed an interest in seeing the land developed and its deliverability is not considered to be an issue.
<b>Viability of the site</b>	The Council is not aware of any constraints which would affect viability.

## STICKNEY

SETTLEMENT	STICKNEY
<b>Description of the services and facilities in the settlement – evidence from the Settlement Hierarchy</b>	Stickney is a large village with a food shop, primary school, employment, a large employer, a public house and preschool facility. The village is on the strategic road network, has a commuter bus service, 2 community halls, a children’s play area, 5 other shops, a church, a bank cash point and doctors. The village is on mains drainage, has 2 sports facilities, a petrol filling station and a cemetery.
<b>Location</b>	Stickney sits on the A16, part of the strategic road network mid-way between Spilsby (7.5m) and Boston (8.5m) in part of the area described as ‘late reclaimed fen’.
<b>Character</b>	<p>Stickney was originally a linear settlement; it is an important local centre which, in addition to a range of facilities, supports a secondary as well as a primary school. More recent development has included small estates to the west on Hall Lane; Horbling Lane to the east is dominated by frontage development.</p> <p>The village lies between the East and West Fen Catchwater Drains. The landscape character of the reclaimed fen surrounding Stickney is rated as being moderately to highly sensitive to change and new development will need to take account of its potential impact on the surrounding area. The core of the village retains much of its rural character built around the Church and surrounding properties along the A16.</p> <p>The majority of the village's facilities are located on the west of the A16, and the promotion of future growth on this side of the village that moves away from single dwellings in ribbon development form toward more planned single access development sites should assist in making the village more compact and reduce the number of new accesses onto the Main Road.</p>
<b>Population &amp; Housing</b>	<p>The resident population of Stickney in 2011 was 1127 and increase of 106 (10.4%) over the 2001 figure and similar to the preceding 10 years. The age structure of the village is similar, but slightly younger than the East Lindsey average with marginally more children in the 0 to 9 age group, 2.9% more in the 10 to 20 age group and fewer in the 60 plus age groups.</p> <p>At the Census there were 445 households with an average of 2.53 persons per household compared to the average of 2.24, reflecting a more balanced (younger) structure.</p> <p>Home ownership levels in Stickney are 48.1% (owned outright) and 35.3% (with a mortgage) some 15% higher overall than the District average. In 34.6% of all households the head of the house is over 65 compared to the 37.4% average and 84.4% of these houses are owner occupied.</p>
<b>Employment</b>	<p>In 2011 nearly 60% of 16 to 74 year olds in Stickney were economically active. The District average was 55%. Whilst the number of part-timers was comparable to the average, there was a greater proportion of full time (2.6%) and self-employed (1.6%) in the village. In addition there were also nearly 4% less retired people overall in Stickney, at 2.4%.</p> <p>The most common types of employment in Stickney – in common with the</p>



	<p>average – are wholesale and retail, health and education. In the retail category, some 4% more employed locally than the average and nearly 2% more in the education sector. There were considerably fewer employed in the Accommodation sector (5.1% to 8.9%).</p> <p>There are several employers locally and the secondary school (uncommon in the villages) complements that number.</p>
<b>Infrastructure</b>	<p>Access. There is a range of facilities in the village and, although there is a commuter bus service there is not a shopper’s service to the sub regional centre at Boston.</p> <p>Water Infrastructure – Stickney is served by its own Water Recycling Centre. Using red, amber, green to show issues with the system Stickney is a green.</p> <p>Education. The Primary School at Stickney is recorded as having capacity for additional students and the same is true of the Secondary School.</p> <p>Health. There is a GP Surgery at Stickney, located in a modern building – there are no known capacity issues.</p>
<b>Further commentary</b>	<p>The village has a moderate allocation because of the level of existing commitments. It is well located near to both Spilsby and Boston with its own range of services and facilities to sustain residents.</p> <p>Both the allocations in the settlement are brownfield or have a brownfield element to them.</p>



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Scale 1:5550

**STICKNEY**

## SITES FOR ALLOCATION IN STICKNEY

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

<b>Site Reference</b>	STK319	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land adjacent to the a depot, Main Road, Stickney		
<b>Site Description</b>	Brownfield land with a mixture of buildings, open space and storage on it		
<b>Site Area</b>	0.78 ha	<b>No of Dwellings</b>	Capacity 22 reduced down to 9 Potential affordable housing 30% - 4
<b>Suitability of the site in broad planning terms</b>	Yes, the site is suitable; the site itself does not have strong boundary treatment in the form of hedgerows or trees, though the frontage boundary is stronger with mature planting along it. Whilst the site does not have much planting it is reasonably enclosed by planting from the adjacent site to the south though this is out of the control of the site and if removed would leave the site more exposed, at present the site would not impact on the wider landscape. The site is brownfield because it has a mixture of buildings and storage on it, a landscaping scheme would minimise the impact on the wider landscape. Adjacent to the site is a depot which is still in operation, this may impact on the capacity of the site and there would have to be a buffer zone along the northern boundary, this could be the gardens of any development. The site is within walking distance of services and facilities and there is a footpath on the opposite side of Main Road. Whilst development on the site could create an in depth form of development which could be at odds with the otherwise sporadic linear pattern of development, the Highway Authority have indicated that less accesses onto Main Road on highway safety grounds would be preferable and providing development in this part of the village was kept in line with the rear of the adjacent brownfield land to the north then it would be acceptable, the capacity of the site reflects this.		
<b>Infrastructure</b>	No major infrastructure constraints to the development of the site, it will need clearing.		
<b>Deliverability of the site</b>	The owner of the site has informed the Council that they are going to bring the site forward.		

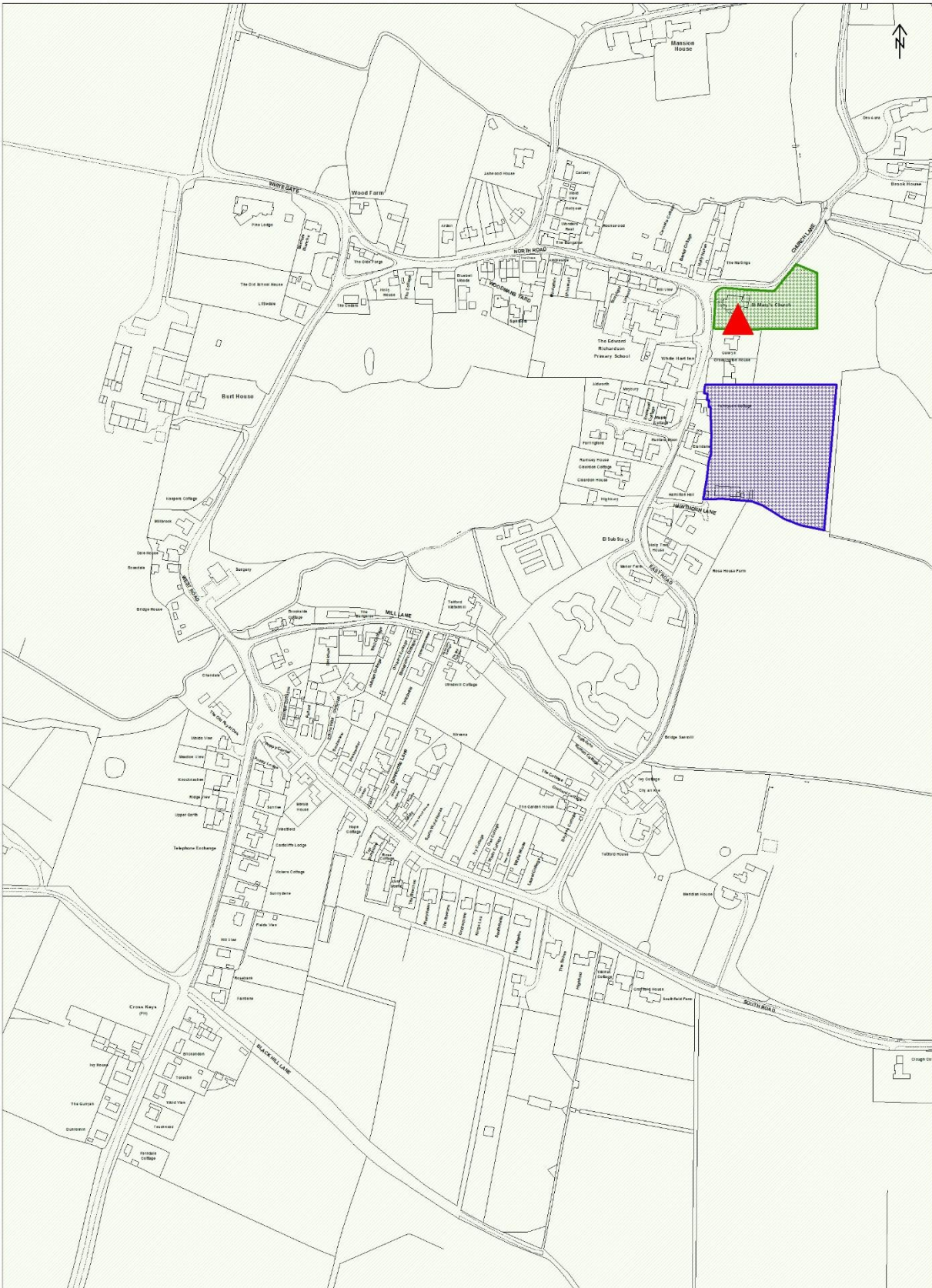
<b>Viability of the site</b>	No indication of any constraints that could affect viability, other than clearing the site and the need to provide perhaps longer gardens to provide a buffer zone on the northern boundary with the existing depot.
<b>Phasing</b>	The delivery of the site is expected within the first five years of the plan period, as indicated by the landowner.

## TETFORD

SETTLEMENT	TETFORD
<b>Description of the services and facilities in the settlement</b>	The village is a large village with one food shop, a primary school, a large employer, two public houses, a community hall, public playing field, children's play area and 1 church. It is on mains drainage, has a doctor's surgery, sports facility, shopper's bus service and a cemetery.
<b>Location</b>	Tetford is situated in a valley in the midst of the Lincolnshire Wolds Area of Outstanding Natural Beauty. It is in the centre of the District between Horncastle (5 miles) and Louth (9 miles). It is not on the strategic road network.
<b>Character</b>	The village form is characterised by two distinct sections (Tetford and Little London), formed around a roughly circular road pattern dissected by the (tree lined) river and open fields to the west. It is almost exclusively made up of frontage development; one part stretches along North Road (Little London) and includes the church and primary school and the other along South Road. The hamlet of Salmonby lies to the south of and abuts the village.
<b>Population &amp; Housing</b>	In 2011 the population of Tetford was 464, an increase of 42 (10%) over the 2001 figure. The structure of the population shows a marked difference to the district average with a preponderance of older people, notably 3.1%, fewer children in the 0 to 9 age group (5.8%: 8.9%), 8.6 percent fewer people in the 20 to 60 years age group, nearly 8% more people in the 60 to 75 age group and 5% more in the over 75 category; With 205 households and an average density of 2.26 persons per household the density is similar to the East Lindsey average (2.24 pph). Over 50 percent of homes in Tetford are owner occupied compared to the District average of 42.4%; whilst the number that are mortgaged is the same at 26.8%. The number of homes where the head of the household is over 65 in Tetford is 44.9% which is 7.5% higher than the average and 84.8% of those households are owner occupied representing a similar (higher) margin over the average.
<b>Employment</b>	<p>In 2011 the Census records 53.9% of the working age population as being in employment compared to the District average of 55%. Of these 11.5% were employed part time (EL 14.3%) and 24.5% were full time employees (EL 29.8%). There were however, notably more (7%) self-employed workers than the District average of 10.9%.</p> <p>The main employment sectors of residents in 2011 were Education, Health and Manufacturing. In addition to the high percentage of people employed in education (Tetford 16%: EL 9.6%) there are also more employed in Health, Manufacturing, Construction and Professional/Technical work where the difference is nearly 5%. At the same time there were far fewer employed in the Wholesale and Retail sector (8.6%) compared to the average (17.5%).</p> <p>The Aura Soma business is a major employer locally however, the proposed relocation of the business will remove a major employer from the village. Other large employers include the school, doctor's surgery and nursing home.</p>
<b>Infrastructure</b>	Access. Road links to Tetford are via C Class routes, there is a shopper's bus but no commuter bus service. Accessibility to Tetford is therefore quite poor.



	<p>Water Infrastructure - Tetford has its own Water Recycling. Using red, amber and green as an indication of issues with the water system, the facility and water resources/supply is green. Flood risk is not an issue in the village.</p> <p>Education. There is a primary school in the village. Secondary education is available at Horncastle and Louth.</p> <p>Health. Tetford has a GP surgery located in a modern, purpose built building, patient capacity has not been identified as an issue.</p>
<p><b>Further commentary</b></p>	<p>Tetford is classed as a large village, with facilities and employment opportunities; it is however situated in a more remote part of the District in terms of accessibility.</p> <p>Because of its location in a valley in the Lincolnshire Wolds AONB, the local topography limits growth opportunities at the edge of the village where the roads rise up to the hills and development would have a negative impact on the high quality landscape.</p> <p>Because of its location in the Lincolnshire Wolds Area of Outstanding Natural Beauty the Council has determined not to make an allocation of housing. It is felt that a housing allocation could not pass the three tests laid out in the national planning guidance that there should be robust justification to demonstrate the need for development; assessment of alternatives outside of the AONB; demonstration that mitigation measures can moderate any detrimental effects.</p> <p>Because of the level of its services and facilities the settlement remains a large village, choosing not to make allocations does not change its status in the Local Plan.</p>



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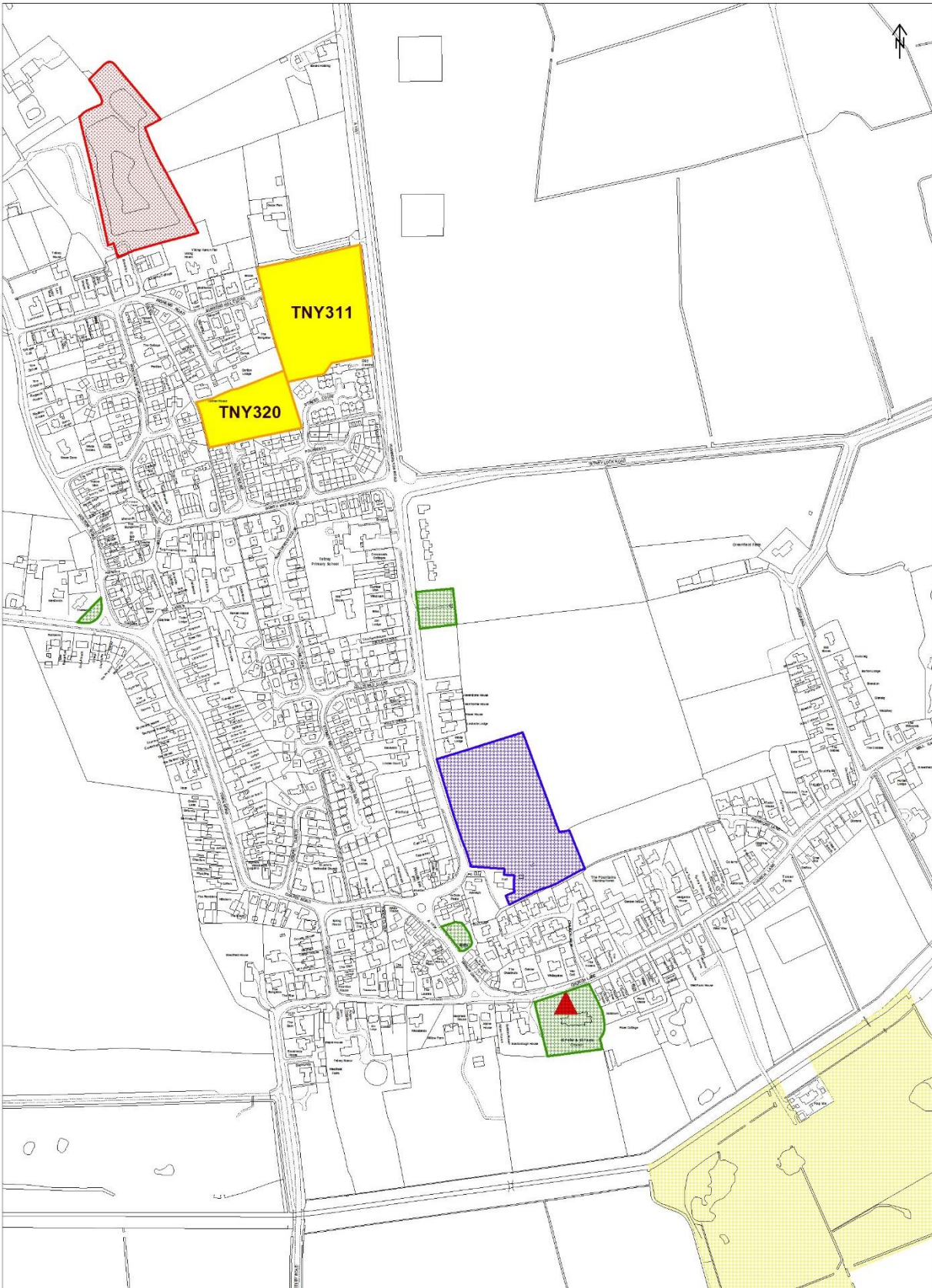
**TETFORD**

## TETNEY

SETTLEMENT	TETNEY
<b>Description of the services and facilities in the settlement</b>	Tetney has a range of services but this includes key services such as shops, primary school, pre-school facilities community hall and playing fields.
<b>Location</b>	Tetney is located on the A1031 coast road and is a short distance from the A16 in the north east of the District. Around 3 miles from the sea the village lies about 6 miles from Cleethorpes and a little further from Grimsby. The large village of Holton le Clay is just a mile to the north west.
<b>Character</b>	Originally a small village set around two road junctions, the village has spread northwards towards Holton le Clay and Cleethorpes in the area between the roads to those settlements and, to a smaller extent eastwards along Church Lane where earlier linear development has been consolidated by recent development. Although the centre of the village and Church Lane retains much of its village character the area of development between Humberston Road and Town Road/Holton Road is more urban in style and has no defining character.
<b>Population &amp; Housing</b>	<p>At 2011 the population of Tetney was 1725 representing a fall of 57 over the previous Census. Prior to that growth in the village (1971 to 1991 had increased by 7% per year compared to increases of over 20% in preceding year as the village responded to pressures for housing from nearby Grimsby.</p> <p>The age structure of Tetney's population compares favourably with that of the District with slightly higher proportions of people in the 0 to 9 and 10 to 19 age groups. However, although there were also 4% more people in the 20 to 50 age groups (Tetney 49.2%: EL 45.2%) this figure masks the slightly lower than average numbers in the 20 to 29 age bands and the higher numbers in the 45 to 59 age bands.</p> <p>In the older age groups the most significant difference is in the over 75's who comprise 7.5% of the population compared to the average of 11.4%.</p> <p>The population of 1725 occupied 717 households with an occupancy rate of 2.41 which is notably higher than the 2.24 district average.</p> <p>In terms of home ownership 44.5% of properties in Tetney were owner occupied and a further 39.7% were owned with a mortgage making a combined figure of 84.2% which is markedly higher than the average of 69.2%. By comparison only 6.9% of households are social rented much lower than the 11% average.</p> <p>Tetney has a relatively low number of households where the head of the house is over 65 (29.4% compared to 37.4%) but 6% more of those homes (83.9%) are owner occupied.</p>
<b>Employment</b>	<p>There is no Council sponsored industrial site in Tetney and, although there is some employment locally there are a significant number (41%) who work in North East Lincs.</p> <p>The most common employment sectors in Tetney are Wholesale &amp; Retail (16.8%), Health (13.1%), Manufacturing (11.4%) and Education (10.7%).</p>

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





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Scale 1:4250

**TETNEY**



## SITE ALLOCATIONS IN TETNEY

<b>Site Reference</b>	TNY311	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land west of Humberston Road, Tetney		
<b>Site Description</b>	Agricultural field		
<b>Site Area</b>	1.72 ha	<b>No of Dwellings</b>	Capacity 32 Potential affordable housing 30% - 9
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field which rises slightly to the west with boundaries of hedges. Biodiversity would be improved through a landscaping scheme. The site is on the outskirts of the village but is in an area which already has development to the west and south and therefore would form a natural extension of the village therefore it would not impact on the townscape. There is no impact on the landscape. There is no impact on the historic environment. The site is on the edge of the village approximately 95m from it but with development to the west and south, further to the centre of the village. There is no footpath or lighting for 95m though there is room to create one along the west side of the road. There is the ability to create a footpath through Staves Court, though a vehicle access would impact on the amenities of residents here so an access would have to be onto Humberston Road. The site is accessible to the village amenities including the school which is very close. Development must ensure that access to site TNY320 is provided.</p>		
<b>Infrastructure</b>	There are no major infrastructure constraints. The site has a Lindsey Marsh Drainage Board maintained watercourse along the eastern boundary. An 8 metre stand off from all development will be required from the bank top of this watercourse.		
<b>Deliverability of the site</b>	The owner of the site has confirmed that they are going to bring the site forward.		
<b>Viability of the site</b>	There are no obvious issues with viability apart from the lack of footpath and street lighting but this is not a long distance.		
<b>Phasing</b>	The owner of the site has indicated that they will bring the site forward in the first five years.		

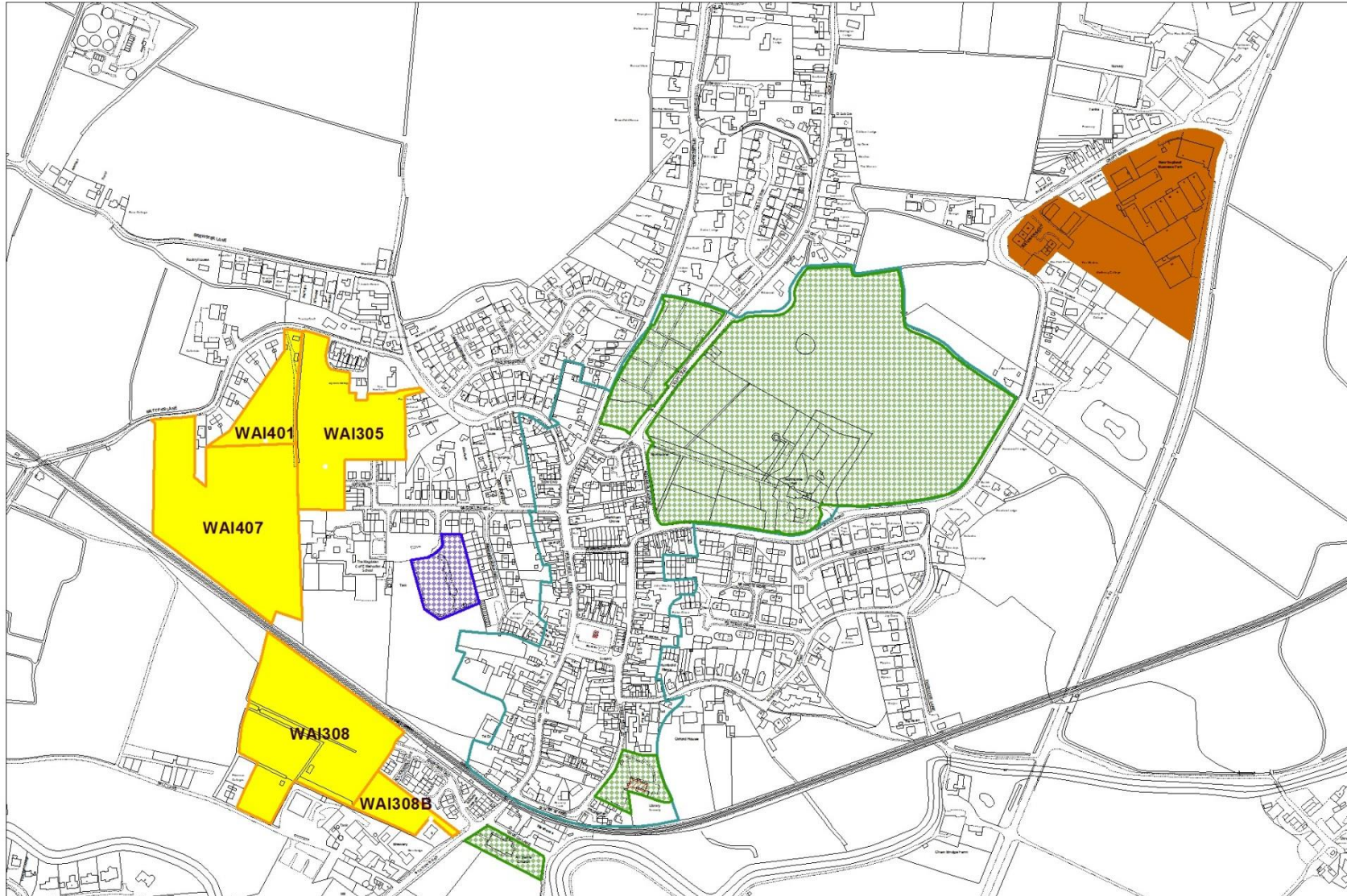
<b>Site Reference</b>	TNY320	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land rear of North Holme, Tetney		
<b>Site Description</b>	Agricultural fields		
<b>Site Area</b>	0.80 ha	<b>No of Dwellings</b>	Capacity 15 Potential affordable housing 30% - 4
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is an agricultural field with boundaries of hedges and trees. Biodiversity would be improved through a landscaping scheme. The site lies within the central part of the village but it has no access except over land belonging to others, access can be provided through the adjacent site TNY311. The site lies within the central part of the village so would be a natural development site and would not impact on the townscape. There is no impact on the historic environment.</p>		
<b>Infrastructure</b>	There are no major infrastructure constraints, Drainage of surface water via infiltration may be unsuccessful. Where discharge of surface		

	water to watercourses is preferred then off-site drainage improvements are likely to be required.
<b>Deliverability of the site</b>	The owner of the site has confirmed that they are going to bring the site forward.
<b>Viability of the site</b>	There are no obvious issues.
<b>Phasing</b>	The owner of the site has indicated that they will bring the site forward in the first five years.

## WAINFLEET

SETTLEMENT	WAINFLEET ALL SAINTS
<b>Description of the services and facilities in the settlement</b>	The village has 4 food shops, a primary school, employment, large employment, 4 public houses, and a pre-school facility. It is on the strategic road network, has a post office, 3 community halls, a playing field and children's play area. There are 20 other shops, two cash points and 3 places of worship. The village is on mains drainage, has a doctor's surgery, 2 sports facilities', a petrol filling station and a cemetery.
<b>Location</b>	The village lies approximately 5.7 miles from Skegness, 9 miles from Spilsby and 17 miles from Boston, alongside the A52 coast road which ran through the village until it was bypassed in the 1980s. It is located between the River Steeping and the Wainfleet Relief Channel which drain this part of the Fens into the sea some 3 miles away. Part of the built, village encroaches into Croft Parish to the north whilst the smaller settlement of Wainfleet St Mary nestles just to the south and is closely linked.
<b>Character</b>	Wainfleet maintains a close visual relationship with its rural hinterland and the open space around Northolme Hall which is shown on the inset map creates an important green wedge close to the village centre on its north east side. This area of historic parkland forms an essential part of the Conservation Area, encompasses archaeological features and a definitive footpath which affords public access and will be safeguarded from inappropriate development. The historic Market Place and surrounding streets build on that character, and although it is a fairly compact village, that retains its historic core, more recent, estate type development has seen it stretch out on Spilsby Road and Croft Lane to the north into the neighbouring parish of Croft. In addition to the River Steeping and surrounding open spaces around the church features of note is the windmill the railway station / crossing and Barkham Street.
<b>Population &amp; Housing</b>	The 2011 Census records the population of Wainfleet as 1604 persons representing an increase of 70 (4.6%) over the 2001 figure but one that was much lower than the preceding decade.  The age structure of the village is broadly in line with the District although there is a slightly higher proportion of children in both the 0 to 9 (1.3%) and 10 to 19 (0.7%) age groups. The main difference however lies in the 60 to 74 year age groups where there were 4.6% fewer people than the average.  With 709 dwellings and an average density of 2.26 persons per household the village is comparable with the District average of 2.24 pph. Unlike many villages home ownership levels in Wainfleet are lower than the District average with only 31.3% being owned outright (EL 42.2%) and 23.7% being mortgaged compared to the 26.8% average. In contrast the proportions of social rented and private rented households is higher in Wainfleet and this may reflect either the role of the town or historical factors such as local authority housing strategy.  In 34% of households in Wainfleet the head of the house is over 65, the District average is 37.4%, and the number of those houses with a mortgage is also significantly (13%) lower.
<b>Employment</b>	At 2011 51.2% of 16 to 74 year olds were economically active, compared

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



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TF4959



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**WAINFLEET**



## SITE ALLOCATIONS FOR WAINFLEET

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

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

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

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

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

## WOODHALL SPA

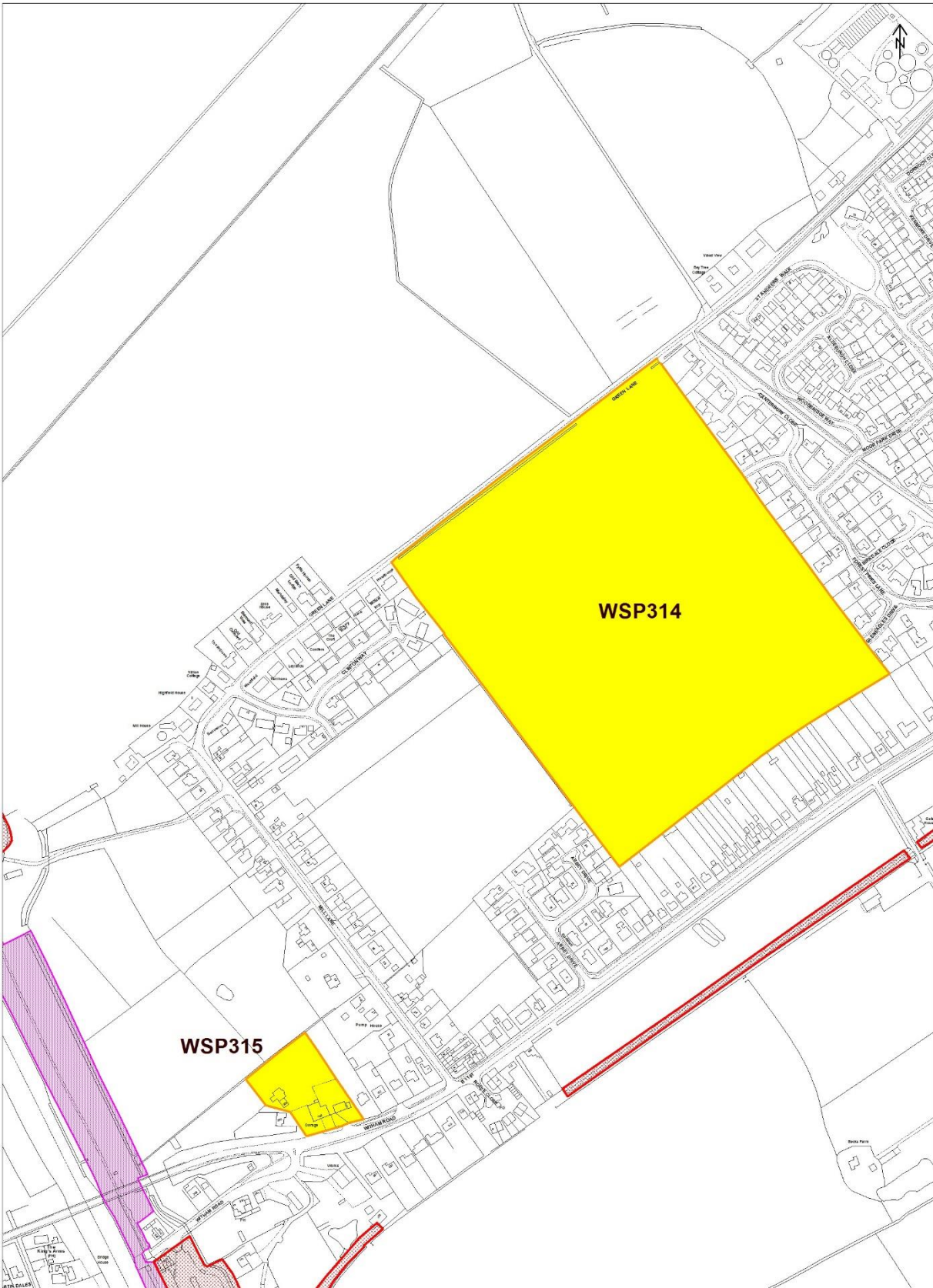
<b>SETTLEMENT</b>	<b>WOODHALL SPA</b>
<b>Description of the services and facilities in the settlement</b>	Woodhall Spa is the largest of the designated villages in the District based on population, and the level of services provided is a reflection of that size. It has a range of shops including two small supermarkets, 2 GPs, a dentist and a primary school. It is unique amongst the inland settlements as a tourist destination with several hotels and caravan sites and amongst its leisure facilities has two Golf Courses.
<b>Location</b>	Woodhall is located to the west and south of the District along the B1191. It is about 6 miles from Horncastle and 4 from Coningsby/Tattershall settlements that are classified as towns. At its western end the village merges with the parish of Kirkstead and abuts the River Witham and the boundary of the District.
<b>Character</b>	<p>The geology of the area has played a significant role in shaping and defining the character of Woodhall Spa. As the name indicates its history is closely linked with the development of the spa and its overriding character comes from the combination of woodland character that dominates much of the built up area and the Victorian/Edwardian building style that reflects its history as a planned settlement. In turn that character has been recognised through the designation of the historic core of the village as a Conservation Area and is recognised in the higher than average house prices locally.</p> <p>The B1191 is the main thoroughfare through the village and the bulk of development has occurred either side of the road and extended into the adjacent parishes of Kirkstead and Roughton.</p>
<b>Population &amp; Housing</b>	<p>At 2011 the population of Woodhall stood at 4003. This represents a doubling of numbers since 1961 (from 1978) with the most significant period of growth occurring between 1981 and 2001.</p> <p>The age structure of the population in Woodhall Spa shows a number of differences to the District averages. In the 0 to 9 and the 10 to 19 age groups the differences are small (Woodhall, 8% and 11.3% compared to 8.9% and 11.3%). However, in the 20 to 59 age groups there are nearly 10% fewer in the village (35.5% : 45.2%), whilst in the 60 to 74 (26% : 23.6%) and notably in the 75 plus (19% : 11.4%) bands there are higher proportions in Woodhall than the norm.</p> <p>The population of Woodhall (4003) was made up of 1821 households giving an average occupancy rate of 2.2 persons per household compared to 2.24 across the District and reflects the slightly top heavy age structure.</p> <p>In terms of housing tenure the Census shows marked differences between Woodhall and the average. The number of homes owned 'outright' is markedly higher in Woodhall Spa (53.7% compared to 42.4% EL) and, although there are fewer homes 'owned with a mortgage' (23.6% compared to 26.8%), overall home ownership is 5% higher than the norm.</p> <p>In contrast, the proportion of social rented homes (5.6%) is about half the average (11%) whilst the proportion of 'shared ownership' homes at 2.6%</p>

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



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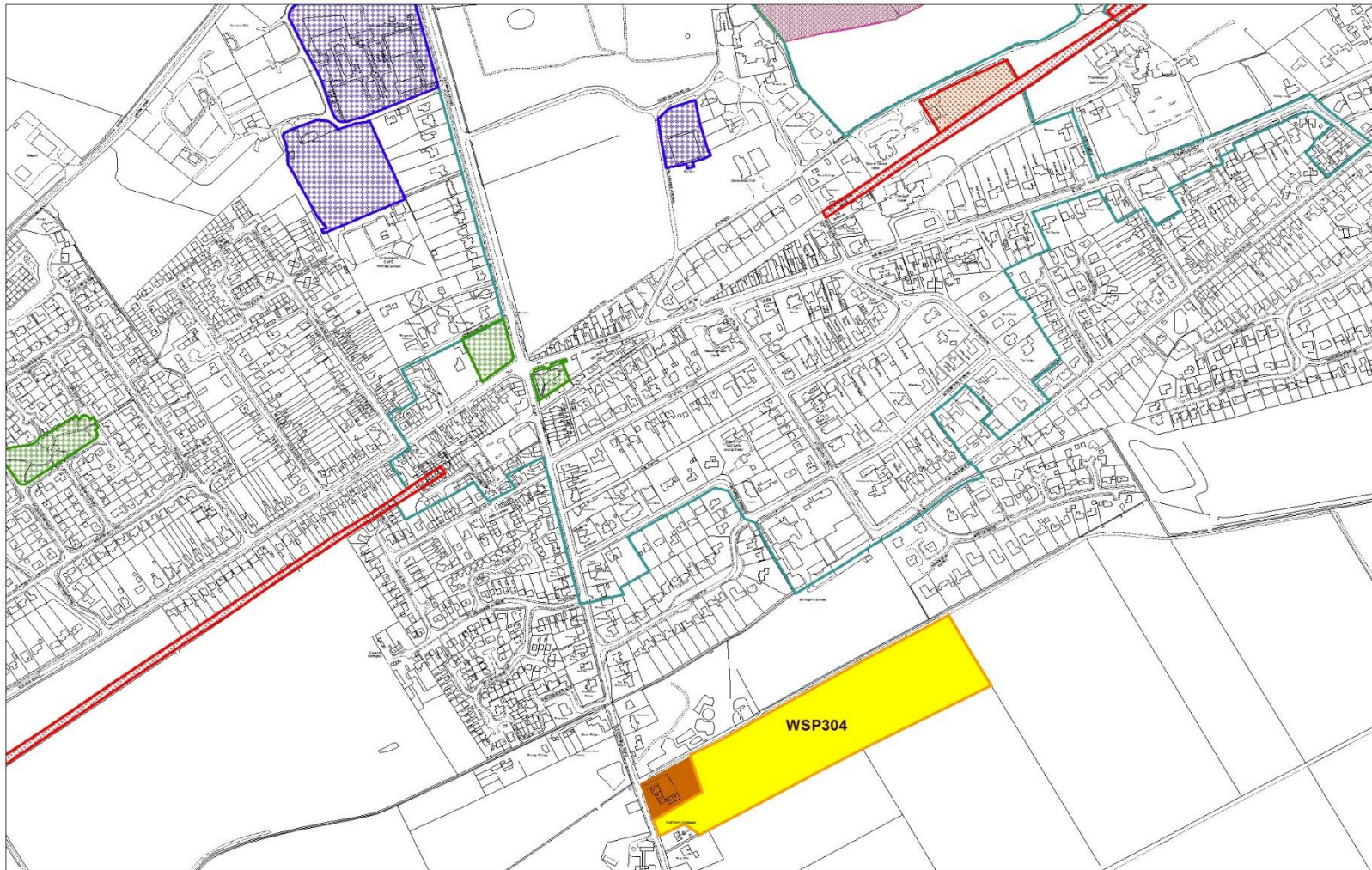
	<p>Woodhall Spa Parish Council are undertaking a Neighbourhood Development Plan (NDP), this will contain policies only and will have its own proposals map showing areas which its policies wish to protect</p>
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**WOODHALL SPA**



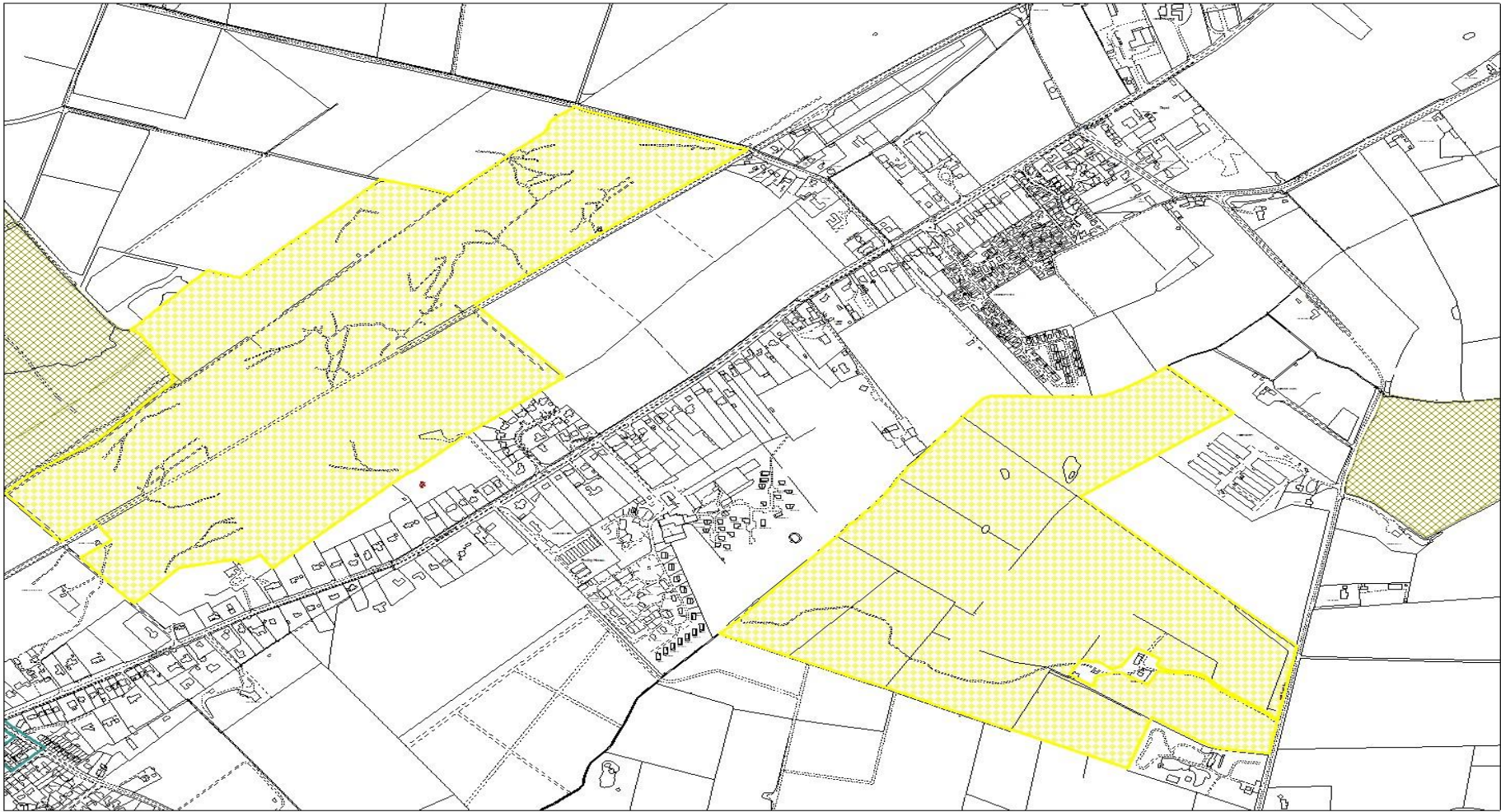
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## **WOODHALL SPA**





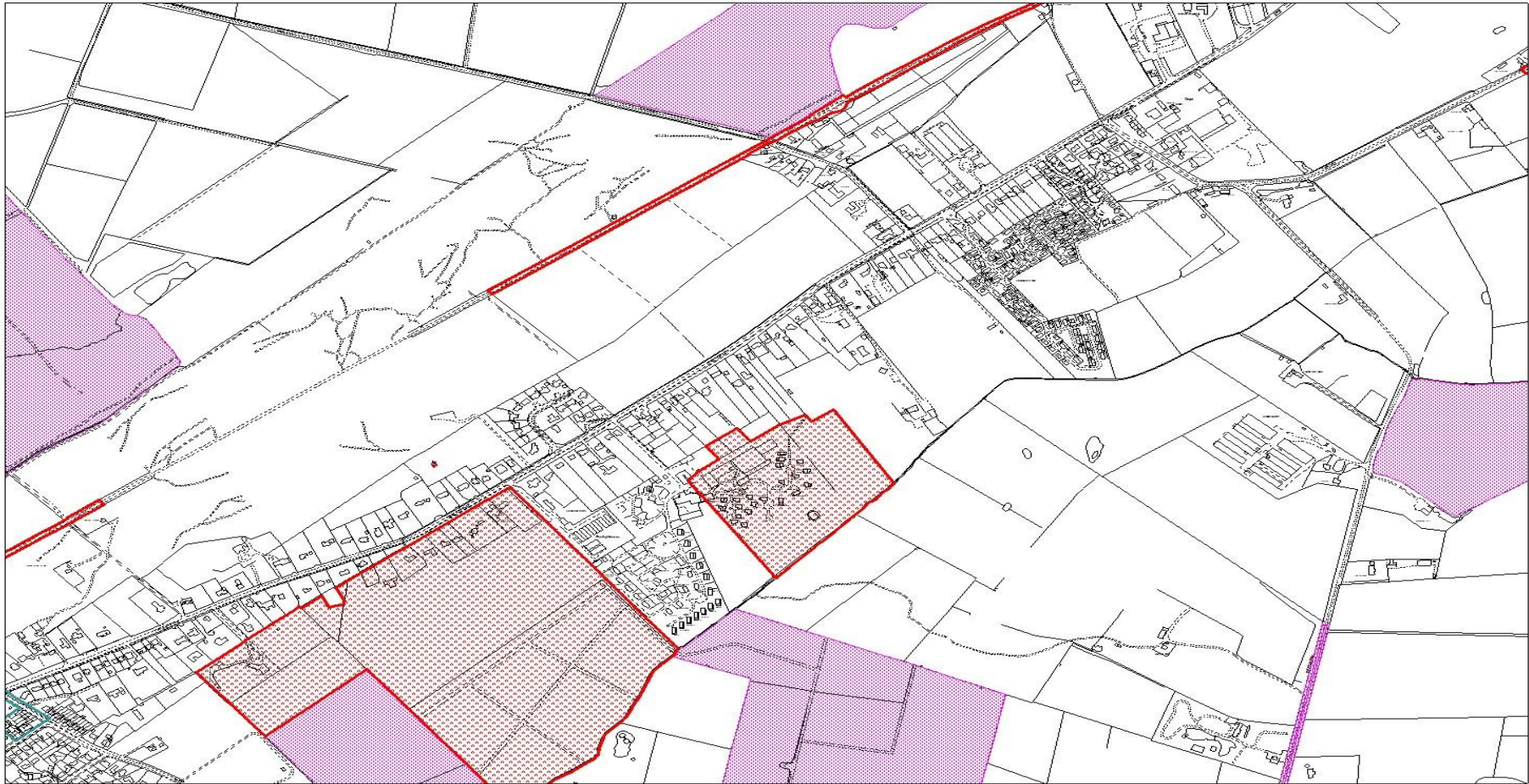
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TF2164



## **WOODHALL SPA**





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TF2164



## **WOODHALL SPA**



## SITE ALLOCATIONS IN WOODHALL SPA

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

<b>Site Reference</b>	WSP314	<b>Promoter:</b> Owner is known to the Council	
<b>Site Location</b>	Land off Green Lane, Woodhall Spa		
<b>Site Description</b>	Agricultural Land		
<b>Site Area</b>	13.79 ha	<b>No of Dwellings</b>	Capacity 250 as confirmed by the developer Potential affordable housing 40% - 75
<b>Suitability of the site in broad planning terms</b>	<p>Yes the site is suitable. The site is not in flood risk. The site is a flat agricultural field with an open boundary along Green Lane and the dwellings on the east and south boundaries. Development would not impact on the wider landscape because the site when viewed from Green Lane looks back to the built environment and views are obscured from Witham Road by development. The site provides a natural extension to</p>		

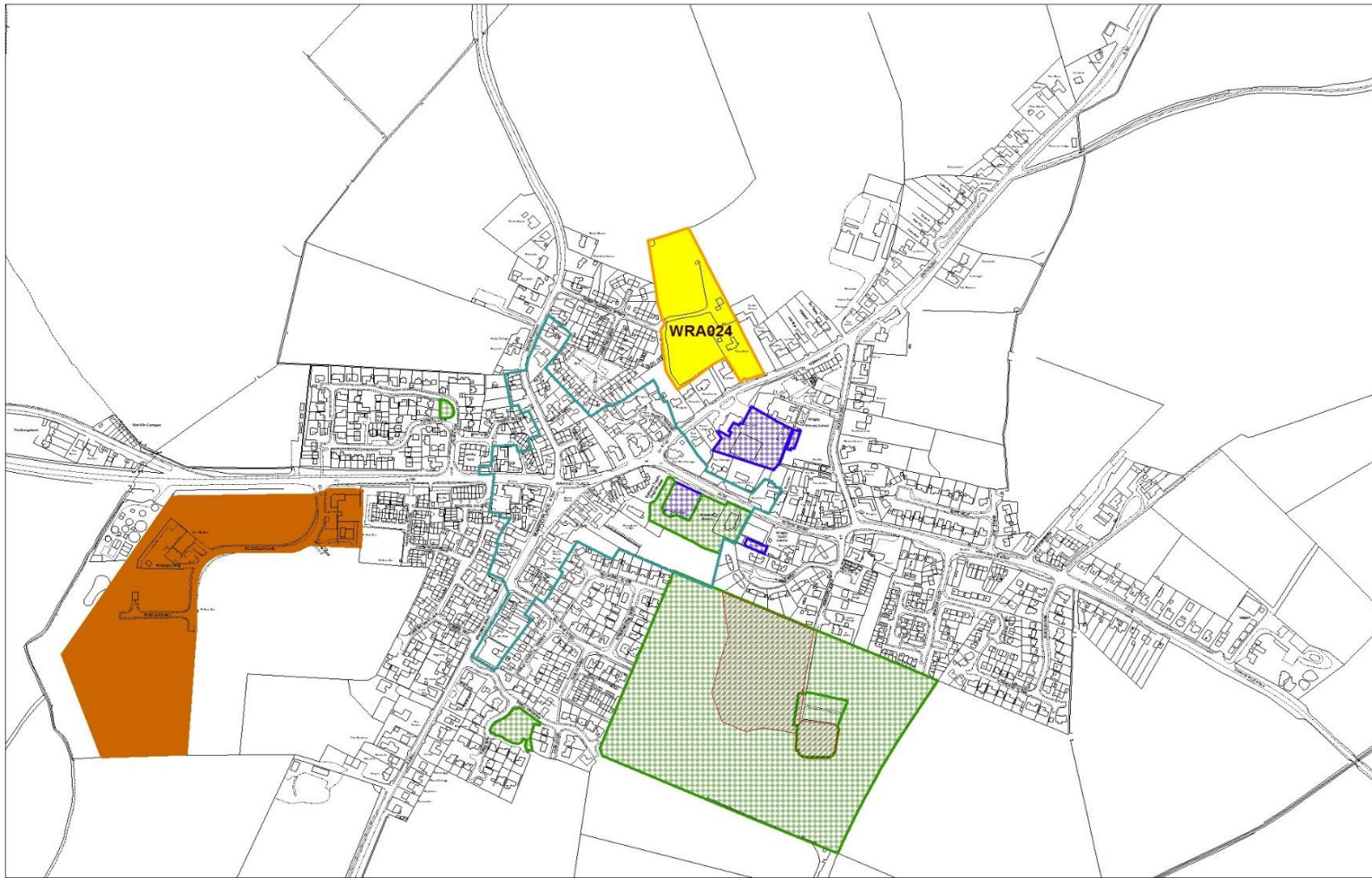
	the built environment and fits in with the existing pattern of development. There would be in impact on the historic environment. The site is reasonably close to services and facilities; there is a footpath connection on Witham Road leading to the centre of the village. There are three acceptable accesses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

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

## WRAGBY

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

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



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**WRAGBY**



## SITES FOR ALLOCATION IN WRAGBY

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