

A Growing Central Lincolnshire

3.1 A Presumption in Favour of Sustainable Development

- 3.1.1** This section of the Local Plan sets out the overall Central Lincolnshire strategy for meeting the area's needs up to 2036. In doing so it sets out how much growth is needed and how it is to be distributed to ensure a sustainable future for all. It is based on a presumption in favour of sustainable development, in line with national policy.

Policy LP1: A Presumption in Favour of Sustainable Development

At the heart of the strategy for Central Lincolnshire is a desire to deliver sustainable growth; growth that is not for its own sake, but growth that brings benefits for all sectors of the community - for existing residents as much as for new ones.

When considering development proposals, the Central Lincolnshire districts of West Lindsey, Lincoln City and North Kesteven will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The districts will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Central Lincolnshire.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the appropriate Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

3.2 Settlement Hierarchy, Spatial Strategy and Settlement Growth Targets

- 3.2.1** The Central Lincolnshire spatial strategy seeks to concentrate growth on the main urban areas of Lincoln, Gainsborough and Sleaford, and in settlements that support their roles, with remaining growth being delivered elsewhere in Central Lincolnshire to support the function of other sustainable settlements and to help meet local needs.
- 3.2.2** This approach makes the most of existing services and facilities, delivering growth to where it is most needed. It also provides associated opportunities to regenerate urban areas, provide new jobs and new homes in accessible locations, and focus infrastructure improvements where they will have the greatest effect.
- 3.2.3** Outside of the main urban areas of Lincoln, Gainsborough and Sleaford, Central Lincolnshire's smaller towns and villages vary in size, demography, accessibility, facilities, issues and opportunities. This Local Plan determines how each community can contribute to the delivery of a sustainable Central Lincolnshire, which may include proportionate and appropriate development.
- 3.2.4** The scale of growth directed to each settlement has been established in three steps:

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1. Preparation of a settlement hierarchy, based entirely on factual information, together with a strategic policy steer as to what type of development would be appropriate for settlements within each level of the hierarchy (see Policy LP2);
2. Determination of the overall level of growth for Central Lincolnshire, and at the same time determination of a strategic split of that growth across Central Lincolnshire (see Policy LP3); and
3. Establishing what level of growth would be appropriate for each settlement, by way of either (a) specific allocations for those settlements in the top 4 tiers of the hierarchy and (b) a percent target increase, rather than specific allocations, in dwellings for settlements in levels 5 and 6 of the hierarchy (see Policy LP4). This third step takes account of the specific circumstances, opportunities and constraints of a settlement.

3.2.5 The settlement hierarchy is set out below. A separate report, prepared during the formulation of the Local Plan, the Central Lincolnshire Settlement Hierarchy Study (April 2016), is available to explain the rationale in more detail. It should be noted that the Local Plan (and associated Policies Map) does not include defined 'settlement boundaries' around any settlements in Central Lincolnshire, and instead relies on the policy below to determine appropriate locations for development. The CLJSPC and district local planning authorities will carefully monitor the effectiveness of LP2, assessing whether the policies provide an effective framework for decision-making and provide a clear indication as to how a decision maker should react to a development proposal. If, through monitoring, it is determined that the policies are not providing an effective framework, the CLJSPC will take steps to address the matter, such as through the preparation of a partial or full review of the Local Plan or through preparation of a Supplementary Planning Document.

Policy LP2: The Spatial Strategy and Settlement Hierarchy

The spatial strategy will focus on delivering sustainable growth for Central Lincolnshire that meets the needs for homes and jobs, regenerates places and communities, and supports necessary improvements to facilities, services and infrastructure.

Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land (except where that land is of high environmental value), and enabling a larger number of people to access jobs, services and facilities locally.

Development should provide the scale and mix of housing types and a range of new job opportunities that will meet the identified needs of Central Lincolnshire in order to secure balanced communities.

Decisions on investment in services and facilities, and on the location and scale of development, will be assisted by a Central Lincolnshire Settlement Hierarchy.

The hierarchy is as follows:

1. Lincoln Urban Area

To significantly strengthen the role of Lincoln, both regionally and within Central Lincolnshire, and to meet Lincoln's growth objectives and regeneration needs, the Lincoln urban area* and the sites allocated in this Local Plan on the edge of the Lincoln urban area will be the principal focus for development in Central Lincolnshire, including housing, retail, leisure, cultural, office and other employment development. Additional growth on non-allocated sites in appropriate locations** within the developed footprint*** of the Lincoln urban area will also be considered favourably.

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**The Lincoln urban area is defined as the current built up area of Lincoln, which includes the City of Lincoln, North Hykeham, South Hykeham Fosseway, Waddington Low Fields and any other developed land adjoining these areas. Whilst the Lincoln urban area is not defined by a boundary on the Policies Map, the Key Diagram of Lincoln on page 71 provides an indicative representation of areas that are within the Lincoln Urban Area as opposed to within neighbouring villages.*

2. Main Towns

To maintain and enhance their roles as main towns, and to meet the objectives for regeneration, Sleaford and Gainsborough will, primarily via sites allocated in this Local Plan, be the focus for substantial housing development supported by appropriate levels of employment growth, retail growth and wider service provision. Additional growth on non-allocated sites in appropriate locations** within the developed footprint*** of Sleaford and Gainsborough urban area* will also be considered favourably.

** Whilst the Sleaford and Gainsborough urban area is not defined by a boundary on the Policies Map, the Key Diagrams on pages 101 and 94 respectively provide an indicative representation of the built up urban areas of these towns to assist in differentiating between what is within the town and what is within neighbouring villages.*

3. Market Towns

To maintain and enhance their roles as market towns, Caistor and Market Rasen will be the focus for significant, but proportionate, growth in housing, employment, retail and wider service provision. Most of this growth will be via sites allocated in this plan, or appropriate infill, intensification or renewal within the existing developed footprint of Caistor and Market Rasen. However, additional growth on non-allocated sites in appropriate locations** outside of, but immediately adjacent to, the developed footprint*** of these market towns may also be considered favourably, though these are unlikely to be supported if over 50 dwellings / 2 ha per site (whichever is the smaller).

4. Large Villages

To maintain and enhance their role as large villages which provide housing, employment, retail, and key services and facilities for the local area, the following settlements will be a focus for accommodating an appropriate level of growth. Most of this growth will be via sites allocated in this plan, or appropriate infill, intensification or renewal within the existing developed footprint. In exceptional circumstances****, additional growth on non-allocated sites in appropriate locations** outside of, but immediately adjacent to, the developed footprint*** of these large villages might be considered favourably, though these are unlikely to be of a scale over 25 dwellings / 1 ha per site (whichever is the smaller).

Bardney	Heighington	Saxilby
Billinghay	Keelby	Scotter
Bracebridge Heath	Metheringham	Skellingthorpe
Branston	Middle Rasen	Waddington
Cherry Willingham	Navenby	Washingborough
Dunholme	Nettleham	Welton
Heckington	Ruskington	Witham St Hughs

5. Medium Villages

Unless otherwise promoted via a neighbourhood plan or through the demonstration of clear local community support****, the following applies in these settlements:

- they will accommodate a limited amount of development in order to support their function and/or sustainability.

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- no sites are allocated in this plan for development, except for Hemswell Cliff and Lea.
- typically, and only in appropriate locations**, development proposals will be on sites of up to 9 dwellings or 0.25 hectares for employment uses. However, in exceptional circumstances***** proposals may come forward at a larger scale on sites of up to 25 dwellings or 0.5 hectares per site for employment uses where proposals can be justified by local circumstances.

Policy LP4 establishes the total level of % growth for each Medium Village, and further policy requirements in respect of identifying whether a site would be suitable for development.

Bassingham	Helpringham	Reepham
Blyton	Hemswell Cliff	Scothern
Brant Broughton	Ingham	Scotton
Brookenby	Lea	Sturton By Stow
Burton Waters	Leasingham	Sudbrooke
Cranwell	Martin	Swinderby
Digby	Marton	Tealby
Dunston	Morton	Torksey Lock
Eagle	Nettleton	Waddingham
Fiskerton	Nocton	Welbourn
Great Hale	North Kelsey	Wellingore
Greylees	North Scarle	
Harmston	Potterhanworth	

6. Small Villages

Unless otherwise promoted via a neighbourhood plan or through the demonstration of clear local community support****, the following applies in these settlements:

- they will accommodate small scale development of a limited nature in appropriate locations**.
- proposals will be considered on their merits but would be limited to around 4 dwellings, or 0.1 hectares per site for employment uses.

Policy LP4 establishes the total level of % growth for each Small Village, and further policy requirements in respect of identifying whether a site would be suitable for development.

Anwick	Holton cum Beckering	Scampton
Ashby de la Launde	Holton le Moor	Scopwick
Aubourn	Kexby	Scredington
Beckingham	Kirkby	Searby
Bigby	Kirkby Green	Silk Willoughby
Bishop Norton	Kirkby La Thorpe	Snitterby
Blankney	Knaith Park	South Hykeham Village
Boothby Graffoe	Langworth	South Kelsey
Branston Booths	Laughterton	South Kyme
Brattleby	Laughton	South Rauceby
Burton	Leadenham	Southrey
Cammeringham	Legsby	Spridlington
Canwick	Lissington	Springthorpe
Carlton Le Moorland	Little Hale	Stow
Chapel Hill	Martin Dales	Swallow
Claxby	Moortown	Swaton
Coleby	New Toft	Swinhope
Corringham	Newton On Trent	Tattershall Bridge
Doddington	Normanby By Spital	Thoresway

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Dorrington	North Carlton	Thorpe On The Hill
East Ferry	North Greetwell	Threekingham
East Heckington	North Kyme	Timberland
East Stockwith	North Owersby	Torksey
Ewerby	North Rauceby	Upton
Faldingworth	North Willingham	Walcott
Fenton	Northorpe	Walesby
Fillingham	Norton Disney	Whisby
Glentham	Osbournby	Wickenby
Glentworth	Osgodby	Willingham By Stow
Grasby	Owmbly By Spital	Willoughton
Great Limber	Riby	Wilsford
Hackthorn	Rothwell	
Hemswell	Rowston	

7. Hamlets

For the purposes of this Local Plan, a hamlet is defined as a settlement not listed elsewhere in this policy and with dwellings clearly clustered together to form a single developed footprint^{***}. Such a hamlet must have a dwelling base of at least 15 units (as at April 2012). Within such hamlets, single dwelling infill developments (i.e. within the developed footprint^{***} of the village and within an otherwise continuous built up frontage of dwellings) in appropriate locations^{**} will be supported in principle.

8. Countryside

Unless allowed by:

- a. policy in any of the levels 1-7 above; or
- b. any other policy in the Local Plan (such as LP4, LP5, LP7 and LP57), development will be regarded as being in the countryside and as such restricted to:
 - that which is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport or utility services;
 - renewable energy generation;
 - proposals falling under policy LP55; and
 - to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents.

^{**} throughout this policy, the term 'appropriate locations' means a location which does not conflict, when taken as a whole, with national policy or policies in this Local Plan (such as, but not exclusively, Policy LP26). In addition, to qualify as an 'appropriate location', the site, if developed, would:

- retain the core shape and form of the settlement;
- not significantly harm the settlement's character and appearance; and
- not significantly harm the character and appearance of the surrounding countryside or the rural setting of the settlement.

^{***} throughout this policy and Policy LP4 the term 'developed footprint' of a settlement is defined as the continuous built form of the settlement and excludes:

- a. individual buildings or groups of dispersed buildings which are clearly detached from the continuous built up area of the settlement;

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- b. gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where land relates more to the surrounding countryside than to the built up area of the settlement;
- c. agricultural buildings and associated land on the edge of the settlement; and
- d. outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.

**** throughout this policy and Policy LP4 the term ‘demonstration of clear local community support’ means that at the point of submitting a planning application to the local planning authority, there should be clear evidence of local community support for the scheme, with such support generated via a thorough, but proportionate, pre-application community consultation exercise. If, despite a thorough, but proportionate, pre-application consultation exercise, demonstrable evidence of support or objection cannot be determined, then there will be a requirement for support from the applicable Parish or Town Council. If an applicant is in doubt as to what would constitute a ‘thorough, but proportionate, pre-application consultation exercise’, then the applicant should contact the applicable local planning authority.

***** ‘exceptional circumstances’ in this policy is a matter for the decision maker to determine, but could be, for example, where the development delivers a community facility (see Policy LP15) substantially above and beyond what would ordinarily be required by Policy LP12 or LP15 (or any other policy in the Local Plan), and for which a clear need has been identified.

3.3 Level and Distribution of Growth

3.3.1 As required by the NPPF, this Local Plan must define the overall level of growth in Central Lincolnshire between 2012 and 2036, based on the requirement to meet the ‘objectively assessed needs’ (OAN) of Central Lincolnshire over the plan period.

3.3.2 Determining the OAN for housing, both market and affordable, has been assisted by the preparation of a Strategic Housing Market Assessment (SHMA) (2015). In addition to meeting the housing needs of Central Lincolnshire’s growing population it is essential that the creation of jobs are facilitated through appropriate policies in this Local Plan, in order to meet the likely growth in the economy (which itself was determined by a separate Economic Needs Assessment (ENA) in 2015). The scale of employment growth to be delivered through the Local Plan is closely related to the housing growth target and vice versa. The SHMA and ENA made recommendations for what the OAN could be. The CLJSPC considered these recommendations and determined the following as the OAN for Central Lincolnshire:

Objectively Assessed Need for Dwellings	Objectively Assessed Need for Jobs
36,960 dwellings (average of 1,540 dwellings per annum) (net)	11,894 FTE net new jobs 2012-36

3.3.3 Subsequently, a housing requirement of 1,540 dwellings (net) per annum has been set for the Local Plan period 2012-36, resulting in a total dwelling requirement of 36,960 dwellings. This 1,540pa figure is higher than required to accommodate demographic need and also sufficiently high enough to support growth in the economy. The 36,960 dwelling figure should not be seen as a ceiling, but rather the level of growth which is both needed and anticipated to take place in the plan period. However, for the purposes of five-year land supply calculations, the fixed figure of 36,960 dwellings will be used.

3.3.4 To propose a slightly lower figure than 1,540pa would mean that the Local Plan could still be providing sufficient dwellings to meet a range of household and demographic forecast signals

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may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.

Developer Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Further guidance on how this policy will be implemented is set out in separate documents, including a Developer Contributions Supplementary Planning Document (SPD), an Infrastructure Delivery Plan (IDP), Community Infrastructure Levy (CIL) charging schedule and CIL related policies, covering items such as:

- The infrastructure themes where contributions will be sought;
- How, when and who will collect contributions; and
- How contributions are intended to be spent.

4.7 Accessibility and Transport

- 4.7.1** The NPPF sets out the importance of sustainability in relation to transport, in particular the need to ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable travel can be maximised.
- 4.7.2** As a predominantly rural area, it is not surprising that there is a heavy reliance on car use across large parts of Central Lincolnshire. This can have a significant impact on the elderly, children, young people and those without access to a private car who can become isolated and find it difficult to access health, social and educational facilities. In the larger urban areas, there are different transport issues with Lincoln, and to a lesser extent Gainsborough and Sleaford, experiencing congestion at peak times.
- 4.7.3** Across Lincolnshire as a whole there are no motorways and approximately 40 miles of dual carriageway. The key roads in Central Lincolnshire, including the A15, A159, A158, A17 and A46, are essential for connecting communities and important routes for businesses, including local agricultural and food industries that use the network to move goods and freight to, from and across Central Lincolnshire.
- 4.7.4** Within the Lincoln area, the bus network is relatively good with most services operating commercially, whilst fully accessible “Into Town” services operate in Gainsborough and Sleaford. Across the rural areas, “InterConnect” services run on the key inter-urban corridors (e.g Lincoln – Gainsborough – Scunthorpe), with demand responsive “CallConnect” services providing pre-bookable, flexible feeder services to local centres and to onward connections to the larger urban centres. Access Lincoln builds on the success of Access LN6 to continue to promote and support sustainable transport options across the wider Lincoln area, encouraging people to walk, cycle, use public transport and car share as well as supporting key infrastructure projects. Although progress has been made in expanding the bus network in recent years, outside of Lincoln services typically remain very limited in the evenings and at weekends.
- 4.7.5** The Great Northern Great Eastern Rail (GNGE) line runs through Central Lincolnshire, with stations at: Gainsborough Lea Road, Saxilby, Lincoln, Metherringham, Ruskington and Sleaford. Lincoln and Sleaford are the principal rail hubs, providing connections to the East Coast Main Line and destinations beyond. The GNGE line has recently been upgraded to provide increased

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freight capacity in order to take freight traffic away from the East Coast Main Line. These improvements should also offer the opportunity for improved passenger services on this key rail corridor as part of the new East Midlands franchise due to commence in March 2018. Currently, there is a daily direct service from Lincoln to London via the East Coast Main Line with proposals for this to increase to 7 services a day in 2019 under the new East Coast franchise. East Midlands Trains (EMT) run from Leicester, Nottingham and other parts of the East Midlands via Lincoln to Grimsby with stations at: Swinderby, Hykeham, Lincoln and Market Rasen. EMT also provide wider connections to Grantham, Boston and Skegness in Lincolnshire. In addition, Northern Rail operate an hourly service between Lincoln and Sheffield which will be strengthened when the new Northern franchise commences. They also offer a limited Saturdays only service from Sheffield to Cleethorpes stopping at Gainsborough Central. Recent investment in the parking and station facilities at North Hykeham station seek to encourage greater use of the rail service both into Lincoln and to Newark and Nottingham. A new station car park is also planned at Swinderby subject to planning permission. On the more negative side, the large number of level crossings in Central Lincolnshire has an impact on rail capacity as well as having an impact on other parts of the transport network with increased use increasing waiting times for road users and pedestrians.

- 4.7.6** Central Lincolnshire's navigable rivers and canals were originally built to transport goods around the country and although many are now largely used for recreation and leisure there continues to be a role for freight movement by water. The River Trent runs from Newark along the edge of Central Lincolnshire, through Gainsborough and on to the Humber and is identified as a major freight waterway which can take large barges of several hundred tons. In recent years the focus has been on the movement of aggregates, container, waste and recycling sectors but interest has been growing as fuel costs have risen and awareness of the environmental benefits of moving freight by water, such as relieving road congestion and reducing exhaust emissions, has increased. The Fosdyke and Witham navigations are broad waterways which run through Lincoln and connect with the Trent and the sea via Boston. Potential also exists to expand the existing use of waterways as useful routes for cycle and footpaths enhancing connectivity and providing a recreational resource.
- 4.7.7** The Local Transport Plan (LTP) sets out the overall strategy and delivery arrangements for transport across the whole of Lincolnshire, including supporting growth, tackling congestion, improving accessibility, creating safer roads and supporting the larger settlements. The LTP reflects the objectives of the latest Local Plan, and vice-versa, with each updated version aiming to complement one another. The objectives contained within the current strategy support the development of a sustainable, efficient and safe transport system, increasing the use of sustainable travel modes, protecting the environment, and improving access to key services.
- 4.7.8** The 4th Lincolnshire Local Transport Plan (LTP4) covering the period 2013/14- 2022/23 sets out the following objectives for Lincolnshire:
- assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
 - improve access to employment and key services by widening travel choices, especially for those without access to a car;
 - make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
 - maintain the transport system to standards which allow safe and efficient movement of people and goods;
 - protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
 - improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;

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- improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems and
- minimise carbon emissions from transport across the county.

4.7.9 Transport Strategies for Lincoln, Gainsborough and Sleaford set out a range of local proposals to help tackle congestion and improve transport options in the main urban areas.

4.7.10 Parking provision can affect the design of development, the amenity of occupiers and users, the amenity of neighbours and the efficient and safe use of the highway. The amount of parking provided can influence people's transport choices and is sometimes seen as being linked to economic prosperity. An over-provision of car parking can lead to unattractive, car dominated environments that are unsafe for non-car users particularly the young, the elderly and those with restricted mobility, whilst an under-provision of car parking can lead to unsuitable or unsafe on-street parking and is argued, may affect the vitality and viability of some centres. A balanced approach to parking provision, when used as part of a package of measures, can promote sustainable transport choices and provide attractive and safe environments whilst ensuring that sufficient parking is provided to meet local needs.

4.7.11 It is not proposed to set specific parking standards within this Local Plan but rather to allow for each proposal to be considered on a case by case basis. All development should carefully assess its parking needs taking into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; the existing available car parking provision close to the development site and an overall need to reduce the use of high-emission vehicles, as stated in the NPPF. Development should consider user's needs, impact on neighbouring users and the safe and efficient use of the highway network and consider imaginative solutions for car share facilities, powered two wheeler and cycle parking and enabling domestic electric vehicle charging points. The Manual for Streets (2007)⁽⁴⁾ and Manual for Streets 2 (2010)⁽⁵⁾ provide guidance on the principles that should normally be followed. All development should justify the level of parking provided and the design of such parking.

4.7.12 To demonstrate how accessibility, mobility and transport related matters have been considered and taken into account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:

- a parking or design and access statement (all proposals); and/ or
- a transport statement (typically required for developments of 50 - 80 dwellings); and/ or
- a transport assessment and travel plan (typically required for developments over 80 dwellings).

4.7.13 Advice on the level of detail required should be confirmed through early discussion with the local planning or highway authority.

Policy LP13: Accessibility and Transport

Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

4 www.gov.uk/government/publications/manual-for-streets

5 www.gov.uk/government/publications/manual-for-streets-2

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- a. Located where travel can be minimised and the use of sustainable transport modes maximised;
- b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- c. Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas;
- d. Ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure.

Delivering Transport Related Infrastructure

All development proposals should, where necessary, contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL payment as set out in LP12).

For Strategic Transport Infrastructure:

- e. Improve and manage the strategic highway infrastructure to allow for a range of users and increased capacity where appropriate and viable;
- f. Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;
- g. Improve and manage the strategic cycling network to allow for a range of users;
- h. Support the enhancement of existing or proposed transport interchanges;
- i. Explore opportunities to utilise waterways for transport, particularly freight.

For Public and Community Transport Infrastructure and Services:

- j. Assist in the implementation of infrastructure which will help all communities in Central Lincolnshire, including people living in the villages and small settlements, to have opportunities to travel without a car for essential journeys;
- k. Improve the integration, efficiency, accessibility, safety, convenience and comfort of public transport stations, including both rail and buses;
- l. Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities;
- m. Assist in bringing forward one or more park and ride facility in the Lincoln area with a car to bus service or car to rail.

For Walking and Cycling Infrastructure:

- n. Deliver schemes that complement the aims of the Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire, where possible enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside;
- o. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;
- p. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle.

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For Parking Provision:

- q. Ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement / Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

4.8 Managing Water Resources and Flooding

- 4.8.1** Central Lincolnshire's rivers and water resources are a valuable asset, supporting wildlife, recreation and tourism, as well as providing water for businesses, households and agriculture. Inland waterways are a multifunctional asset that can contribute towards many Local Plan objectives, including important opportunities for regeneration, tourism, and sustainable transport. Water resources require careful management to conserve their quality and value and to address drainage and flooding issues.
- 4.8.2 Flood Risk:** In accordance with the NPPF and supporting technical guidance, policy LP14 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible. In allocating sites within this Local Plan, an SFRA Level 2 has been undertaken for sites, as appropriate, to inform the process.
- 4.8.3** A sequential risk based approach to the location of development, known as a 'sequential test,' will be applied to steer new development to areas with the lowest probability of flooding. If, following the application of the sequential test, it is not possible, consistent with wider sustainability objectives, for development to be located in areas with a lower probability of flooding, the Exception Test may be applied. The Exception Test, in line with NPPF, requires development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it would be safe for its lifetime and would not increase risk elsewhere.
- 4.8.4** Central Lincolnshire contains significant areas of low lying land for which a number of organisations are responsible for managing flood risk and drainage, including the Environment Agency (EA), Lincolnshire County Council as Lead Local Flood Authority (LLFA), Anglian Water and Severn Trent Water Companies, the Canal and River Trust, a number of Internal Drainage Boards (IDBs) and the three Local Authorities. Flood defences protect many of the existing built-up areas from river flooding to a currently acceptable standard, but it is anticipated that the risk of flooding will increase in the future as a result of climate change. These include predicted sea level rise, more intense rainfall and increased river flows.

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- 4.8.5** Many of Central Lincolnshire's settlements were originally established adjacent to rivers or other water bodies. Over time these same settlements have grown into the main centres of population in Central Lincolnshire and now represent, in terms of wider sustainability criteria, the most sustainable locations for future development. A careful balance therefore needs to be struck between further growth in these areas to ensure their communities continue to thrive and the risk of flooding.
- 4.8.6** To support the planning process and provide a better understanding of flood risk in the area, Strategic Flood Risk Assessments (SFRAs) have been prepared for Central Lincolnshire. SFRAs have been produced for West Lindsey, North Kesteven and the wider Lincoln area, supplemented by additional flood risk information data from the EA, LLFA and IDBs. Other documents that inform the Local Plan include:
- Catchment Flood Management Plans for the River Witham, River Trent and Grimsby and Ancholme;
 - Anglian and Humber River Basin Management Plans;
 - The Joint Lincolnshire Flood Risk and Drainage Management Strategy; and
 - Water Cycle Studies for Central Lincolnshire and the Gainsborough area.
- 4.8.7** With the increased likelihood of more intense rainfall combined with further development in Central Lincolnshire, there will be an increase in the incidence of surface water runoff, placing greater pressure on existing drainage infrastructure. The discharge of surface water to combined sewer systems should be on an exceptional basis only. This will ensure that capacity constraints of existing systems are not put under severe pressure by placing unnecessary demands on existing sewage works and sewage systems which in turn could compromise the requirements of the Water Framework Directive. The discharge of surface water to combined sewer systems can also contribute to surface water flooding elsewhere.
- 4.8.8** Sustainable Drainage Systems (SuDS) are used to replicate, as closely as possible, the natural drainage from a site before development without transferring pollution to groundwater. Developers should ensure that good SuDS principles consistent with national standards are considered and incorporated into schemes as early on in the development process as possible.
- 4.8.9** **Protecting the water environment:** The Central Lincolnshire authorities work closely with water companies, the EA and other relevant bodies to ensure that infrastructure improvements to manage increased waste water and sewage effluent produced by new development are delivered in a timely manner, and to ensure that, as required by the Water Framework Directive, there is no deterioration to water quality and the environment.
- 4.8.10** Groundwater Source Protection Zones (SPZs) are areas of groundwater where there is a particular sensitivity to pollution risks due to the closeness of a drinking water source and how the groundwater flows. They are used to protect abstractions used for public water supply and other forms of distribution to the public such as breweries and food production plants. Development in the SPZs will be expected to comply with the EA's guidance document, 'Groundwater Protection: Principles and Practice (GP3)' or any subsequent replacement.
- 4.8.11** Parts of Central Lincolnshire are currently constrained by the capacity of water recycling infrastructure, and will require coordinated timing between development and new or improved infrastructure provision. The predominantly rural nature of the area means that there are developments without mains drainage connection that will require careful design and management.
- 4.8.12** Central Lincolnshire lies within the East Midlands area of serious water stress where drought is a cause for concern. This is a major challenge in the context of Central Lincolnshire's planned growth, and will require careful conservation and management of water resources to ensure that demand for water can be achieved in a sustainable manner. It also provides

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the justification to require, via this Local Plan, the higher water efficiency standard of 110 litres per day.

- 4.8.13** The River Trent as it skirts the edge of Central Lincolnshire and runs adjacent to the main town of Gainsborough, from Cromwell Weir to the River Humber, is tidal and flows into the internationally important Humber Estuary. The River Witham passing through Central Lincolnshire and the City of Lincoln flows into the Wash, also of international importance. As such, any proposals that affect or might affect the marine area should make reference to and be guided by the Marine Policy Statement or any subsequent replacement. The Marine Policy Statement provides a shared UK vision for clean, healthy, safe, productive and biologically diverse oceans and seas by ensuring a consistent approach to marine planning across UK waters.
- 4.8.14** All relevant development proposals, where appropriate, should be discussed with the Local Planning Authority in liaison with the EA, Water Services Provider, IDBs and the LLFA at the earliest opportunity, preferably at pre-application stage. This should ensure flood risk and drainage solutions, particularly where required on site, can be factored into the development process as early as possible.

Policy LP14: Managing Water Resources and Flood Risk

Flood Risk

All development proposals will be considered against the NPPF, including application of the sequential and, if necessary, the exception test.

Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk and by site specific flood risk assessments where appropriate;
- b. that there is no unacceptable increased risk of flooding to the development site or to existing properties;
- c. that the development will be safe during its lifetime, does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant bodies;
- d. that the adoption, ongoing maintenance and management of any mitigation measures have been considered and any necessary agreements are in place;
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and
- f. that they have incorporated Sustainable Drainage Systems (SuDS) in to the proposals unless they can be shown to be impractical.

Protecting the Water Environment

Development proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive.

Development proposals should demonstrate:

- g. that water is available to support the development proposed;
- h. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water quality in line with the requirements of the Water Framework Directive;

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For Parking Provision:

- q. Ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement / Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

4.8 Managing Water Resources and Flooding

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- 4.8.9** **Protecting the water environment:** The Central Lincolnshire authorities work closely with water companies, the EA and other relevant bodies to ensure that infrastructure improvements to manage increased waste water and sewage effluent produced by new development are delivered in a timely manner, and to ensure that, as required by the Water Framework Directive, there is no deterioration to water quality and the environment.
- 4.8.10** Groundwater Source Protection Zones (SPZs) are areas of groundwater where there is a particular sensitivity to pollution risks due to the closeness of a drinking water source and how the groundwater flows. They are used to protect abstractions used for public water supply and other forms of distribution to the public such as breweries and food production plants. Development in the SPZs will be expected to comply with the EA's guidance document, 'Groundwater Protection: Principles and Practice (GP3)' or any subsequent replacement.
- 4.8.11** Parts of Central Lincolnshire are currently constrained by the capacity of water recycling infrastructure, and will require coordinated timing between development and new or improved infrastructure provision. The predominantly rural nature of the area means that there are developments without mains drainage connection that will require careful design and management.
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the justification to require, via this Local Plan, the higher water efficiency standard of 110 litres per day.

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- 4.8.14** All relevant development proposals, where appropriate, should be discussed with the Local Planning Authority in liaison with the EA, Water Services Provider, IDBs and the LLFA at the earliest opportunity, preferably at pre-application stage. This should ensure flood risk and drainage solutions, particularly where required on site, can be factored into the development process as early as possible.

Policy LP14: Managing Water Resources and Flood Risk

Flood Risk

All development proposals will be considered against the NPPF, including application of the sequential and, if necessary, the exception test.

Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk and by site specific flood risk assessments where appropriate;
- b. that there is no unacceptable increased risk of flooding to the development site or to existing properties;
- c. that the development will be safe during its lifetime, does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant bodies;
- d. that the adoption, ongoing maintenance and management of any mitigation measures have been considered and any necessary agreements are in place;
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and
- f. that they have incorporated Sustainable Drainage Systems (SuDS) in to the proposals unless they can be shown to be impractical.

Protecting the Water Environment

Development proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive.

Development proposals should demonstrate:

- g. that water is available to support the development proposed;
- h. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water quality in line with the requirements of the Water Framework Directive;

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- i. that development with the potential to pose a risk to groundwater resources is not located in sensitive locations to meet the requirements of the Water Framework Directive;
- j. they meet the Building Regulation water efficiency standard of 110 litres per occupier per day;
- k. how Sustainable Drainage Systems (SuDS) to deliver improvements to water quality, the water environment and where possible to improve amenity and biodiversity have been incorporated into the proposal unless they can be shown to be impractical;
- l. that relevant site investigations, risk assessments and necessary mitigation measures for source protection zones around boreholes, wells, springs and water courses have been agreed with the relevant bodies (e.g. the Environment Agency and relevant water companies);
- m. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- n. that no surface water connections are made to the foul system;
- o. that surface water connections to the combined or surface water system are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users;
- p. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated;
- q. that suitable access is safeguarded for the maintenance of water resources, flood defences and drainage infrastructure; and
- r. that adequate provision is made to safeguard the future maintenance of water bodies to which surface water is discharged, preferably by an appropriate authority (e.g. Environment Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local council).

4.9 Community Facilities

4.9.1 Certain types of services and facilities help create supportive communities by meeting the day-to-day needs of residents and businesses. Known as 'Community Facilities' they are essential to the delivery of integrated, inclusive and sustainable development because they:

- Encourage community cohesion and social interaction;
- Improve the 'liveability' of places;
- Encourage healthy lifestyles;
- Make a positive contribution to social wellbeing;
- Can provide employment opportunities.

4.9.2 There are many existing facilities embedded within our settlements that provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. Some of these serve a local community, while some serve a wider catchment area or serve a group or cluster of interdependent settlements. It is important to seek to preserve these existing community facilities. However, it is recognised that there may be instances where facilities become demonstrably no longer fit for purpose and it can be demonstrated that there is no longer an existing or future community need for the facility, either in situ or elsewhere. Where the policy refers to 'redevelopment' this also includes proposals for the demolition, change of use and other forms of development that would result in the loss of an existing community facility.

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5.1 Introduction

- 5.1.1** Central Lincolnshire has a rich and distinctive environment that is valued and enjoyed by those who live, work, visit and invest here. Its largely rural countryside and historic towns and villages are attractive aspects of Central Lincolnshire as a whole, while the landscape of the Lincolnshire Wolds and Lincoln's historic core are assets of national or wider importance. It is crucial that the significant growth planned over the next 20 years is delivered carefully to ensure that environmental quality, character and diversity are protected and, where possible, enhanced. Natural resources including biodiversity, water, soils, air, tranquillity and unpolluted skies also need to be protected and managed as part of sustainable development.
- 5.1.2** The Local Plan seeks a positive and proactive approach to the environment in Central Lincolnshire, with the emphasis on achieving quality places that are attractive and sustainable, and which contribute to quality of life, community wellbeing and local character.

5.2 Our Landscape

- 5.2.1** Central Lincolnshire is a predominantly rural landscape interspersed by the City of Lincoln and smaller settlements and characterised by its contrasting chalk and limestone uplands, low lying vales and fenland landscapes. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) is a nationally designated area, and the Lincoln Hillside is recognised as one of the most historic townscapes in the East Midlands. In addition, landscape character assessments developed for previous Local Plans have identified some additional Areas of Great Landscape Value.
- 5.2.2** Key views within the landscape, and in to and out of settlements, are not only valued by the local community but also define the local identity of a place and assist in way finding.
- 5.2.3** The Central Lincolnshire authorities are committed to ensuring that the intrinsic value of our landscape is protected and, wherever possible, enhanced whilst enabling strategic, sustainable growth which is necessary for Central Lincolnshire's communities and economies to thrive.
- 5.2.4** It should be noted that whilst the Policies Map highlights the AONB and Areas of Great Landscape Value, policy LP17 applies to the whole of the Central Lincolnshire area.

Policy LP17: Landscape, Townscape and Views

Character and setting

To protect and enhance the intrinsic value of our landscape and townscape, including the setting of settlements, proposals should have particular regard to maintaining and responding positively to any natural and man-made features within the landscape and townscape which positively contribute to the character of the area, such as (but not limited to) historic buildings and monuments, other landmark buildings, topography, trees and woodland, hedgerows, walls, water features, field patterns and intervisibility between rural historic settlements. Where a proposal may result in significant harm, it may, exceptionally, be permitted if the overriding benefits of the development demonstrably outweigh the harm: in such circumstances the harm should be minimised and mitigated.

Creating and protecting views

All development proposals should take account of views in to, out of and within development areas: schemes should be designed (through considerate development, layout and design) to preserve or enhance key local views and vistas, and create new public views where possible. Particular consideration should be given to views of significant buildings and views within

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landscapes which are more sensitive to change due to their open, exposed nature and extensive intervisibility from various viewpoints.

The Lincolnshire Wolds, Lincoln's historic skyline and Areas of Great Landscape Value

The considerations set out in this policy are particularly important when determining proposals which have the potential to impact upon the Lincolnshire Wolds AONB and the Areas of Great Landscape Value (as identified on the policies map) and upon Lincoln's historic skyline.

Cumulative impacts

In considering the impacts of a proposal, the cumulative impacts as well as the individual impacts will be considered.

5.3 Climate Change and Low Carbon Living

- 5.3.1** It is widely recognised that mankind's use of fossil fuels is contributing to climate change. Reducing greenhouse gas emissions is a key part of limiting climate change, and will require concerted action at all levels, from international to local.
- 5.3.2** In 2008, the UK became the first country to introduce a long-term legally binding framework to reduce its impact on climate change. The Climate Change Act 2008 sets targets that require greenhouse gas emissions to be reduced by at least 80% by 2050 compared to 1990 levels, with a reduction of at least 34% by 2020 as an interim step.
- 5.3.3** In March 2015 the Department of Energy and Climate Change released the latest update on the progress made towards these targets. The Annual Statement of Emissions for 2013 (DECC, March 2015) revealed that the 2013 net UK carbon account was 35.6% below base year emissions.⁽⁷⁾
- 5.3.4** 'Low carbon living' means that we need to greatly reduce the amount of carbon emitted by our lifestyles, both directly (for example, by not travelling by car where possible) and indirectly (for example, by purchasing food which has been sourced locally). It will require wide ranging changes across society and the economy, with the planning system having a key role in its delivery.
- 5.3.5** To contribute to this international agenda, the Central Lincolnshire authorities are seeking to cut carbon emissions locally by (in priority order):
- Reducing demand for energy;
 - Improving resource efficiency (sustainable design and construction);
 - Increasing the amount of energy, heat and power generation from decentralised, renewable and low carbon sources (rather than from non-renewable sources);
 - Carbon off-setting.

7 <https://www.gov.uk/government/statistics/annual-statement-of-emissions-for-2013>

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be considered as per the criteria set out in the Developer Contribution SPD and in accordance with national legislation;

- b. be multifunctional, fit for purpose and support health and outdoor recreation;
- c. consider the context of any existing provision and maximise any opportunities for improvement within the wider area where these are relevant to the development of the site;
- d. when new provision is provided, have appropriate mechanisms secured which will ensure the future satisfactory maintenance and management of the open space, sports and recreational facility.

A holistic approach to the design of new open space should be taken including considering the contribution to place making, the green network and protecting and enhancing nature conservation and the water environment. New provision should also aim to protect, enhance and manage integrated paths for active travel and/or recreation, including new and existing links to the wider countryside.

5.10 The Historic Environment

- 5.10.1** Central Lincolnshire has a rich historic environment. The rural countryside and historic towns and villages are attractive aspects of Central Lincolnshire as a whole, while within Lincoln's historic core are aspects of national and wider importance. The notable historic environment positively contributes to Central Lincolnshire's character, the quality of life experienced by residents, and its appeal as a destination for visitors and tourists. Within the area there are over 2,300 listed buildings, 73 conservation areas, almost 200 scheduled ancient monuments, 12 national registered parks and gardens of special historic interest, and a wealth of nationally and locally significant archaeological remains. In addition, there are numerous other heritage assets that, whilst not designated, are considered to be nationally, regionally or locally significant.
- 5.10.2** Central Lincolnshire's local character is heavily influenced by Lincoln, a world class Cathedral City, which lies at its heart and, in part, by its roots in agriculture which resulted in the development of market towns. The landscape form has intrinsically influenced the area's development, from the Wolds and the Fen's, to the development of settlements along the Lincolnshire Edge (and Lincoln Cliff). Transport infrastructure, both natural and man-made also provides an important legacy. This includes transport infrastructure dating from Roman times through to the 18th and 19th century developments of the roads and railways associated with the development of industry within the more major settlements. A more recent influence on Central Lincolnshire's character and development has been the 20th century development of the area for military operations.
- 5.10.3** Central Lincolnshire's heritage assets⁽⁹⁾, including the significant historic building stock and archaeological resource, are irreplaceable and require careful management as the area evolves and undergoes significant growth and regeneration.
- 5.10.4** The opportunities to retain, enhance and improve Central Lincolnshire's historic environment include:
- Using the income generated from the growing local tourism economy to invest in the maintenance and upkeep of historic assets;

9 Refer to the National Planning Policy Framework (2012) for definition of 'heritage assets'.

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- Ensuring development schemes enhance the setting of heritage assets and do not detract from their character and the appearance of the area;
- Supporting proposals for heritage led regeneration, ensuring that heritage assets are conserved, enhanced and their future secured.

5.10.5 Our positive strategy for the historic environment will be achieved through the implementation of Policy LP25 and through:

- the preparation and maintenance of a list of buildings and other heritage assets of local importance;
- safeguarding heritage assets at risk and taking steps to reduce the number of heritage assets in Central Lincolnshire on the national Heritage at Risk Register and the Lincolnshire Heritage at Risk Register;
- encouraging the sympathetic maintenance and restoration of listed buildings, historic shop fronts and historic parks, gardens and landscapes, based on thorough historical research. Policies LP17 Landscape, Townscape and Views, and LP27 Main Town Centre Uses- Frontages and Advertisements, will also particularly assist in the achievement of this;
- strengthening the distinctive character of Central Lincolnshire's settlements, through the application of high quality design and architecture that responds to this character and the setting of heritage assets.

Listed Buildings and their Setting

5.10.6 A proposal to demolish a listed building, or to alter or extend it in a way that would affect its special character, requires Listed Building Consent. If the proposal also involves 'development', planning permission is required and, in that case, the Local Planning Authority will wish to consider applications for Listed Building Consent and planning applications concurrently.

5.10.7 Proposals to alter or extend any Listed Building will be assessed against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of Listed Buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.

5.10.8 The setting of a Listed Building may be affected by development. It is important that applications for planning permission for development affecting Listed Buildings, or their settings, include full details of the proposal so that an informed decision can be reached.

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Conservation Areas

- 5.10.9** The effect of a proposed development on the character or appearance of a Conservation Area is always a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance. It is also important that the spaces around and within the conservation area are retained, where they add to its character.
- 5.10.10** Demolition within a conservation area should only be allowed in exceptional circumstances, and will normally be permitted only if the Council is satisfied that the proposal for redevelopment is acceptable and there is an undertaking to implement it within a specified period.
- 5.10.11** Development within conservation areas must respect the local character and be carefully designed to respect the setting, through consideration of scale, height, massing, alignment, and use of appropriate materials. Keeping valued historic buildings in active and viable use is important for both the maintenance of the building concerned and the overall character of the conservation area. Proposals to change the use of a building might therefore be supported, where features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.

Archaeology

- 5.10.12** Local Planning Authorities may require developers to assess the potential impacts of their proposal on archaeological remains in order to reach a decision on a development proposal. Where archaeological impacts are indicated, developers are expected to work with the local planning authority to devise a scheme for mitigating such impacts, which may form part of a planning condition or a planning obligation. Such conditions are designed to ensure that such remains are either preserved in situ or recorded.
- 5.10.13** All archaeological work should be based on a thorough understanding of the available evidence, and of the local, regional and national contribution it makes. The known and potential archaeological heritage of the area is recorded by the Lincolnshire Historic Environment Record and, in Lincoln, by the Lincoln Heritage Database. These and other sources, such as the Lincolnshire Archives, The Lincolnshire Archaeological Handbook and the Lincolnshire Historic Landscape Characterisation should be used to inform all proposals and decisions.

Policy LP25: The Historic Environment

Development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.

In instances where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made by its setting, the applicant will be required to undertake the following, in a manner proportionate to the asset's significance:

- a. describe and assess the significance of the asset, including its setting, to determine its architectural, historical or archaeological interest; and
- b. identify the impact of the proposed works on the significance and special character of the asset; and
- c. provide clear justification for the works, especially if these would harm the significance of the asset or its setting, so that the harm can be weighed against public benefits.

Unless it is explicitly demonstrated that the proposal meets the tests set out in the NPPF, permission will only be granted for development affecting designated or non-designated heritage

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assets where the impact of the proposal(s) does not harm the significance of the asset and/or its setting.

Development proposals will be supported where they:

- d. Protect the significance of designated heritage assets (including their setting) by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, materials, siting, layout, mass, use, and views and vistas both from and towards the asset;
- e. Promote opportunities to better reveal significance of heritage assets, where possible;
- f. Take into account the desirability of sustaining and enhancing non-designated heritage assets and their setting.

The change of use of heritage assets will be supported provided:

- g. the proposed use is considered to be the optimum viable use, and is compatible with the fabric, interior, character, appearance and setting of the heritage asset;
- h. such a change of use will demonstrably assist in the maintenance or enhancement of the heritage asset; and
- i. features essential to the special interest of the individual heritage asset are not lost or altered to facilitate the change of use.

Listed Buildings

Permission to change the use of a Listed Building or to alter or extend such a building will be granted where the local planning authority is satisfied that the proposal is in the interest of the building's preservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.

Permission that results in substantial harm to or loss of a Listed Building will only be granted in exceptional or, for grade I and II* Listed Buildings, wholly exceptional circumstances.

Development proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building.

Conservation Areas

Development within, affecting the setting of, or affecting views into or out of, a Conservation Area should preserve (and enhance or reinforce it, as appropriate) features that contribute positively to the area's character, appearance and setting. Proposals should:

- j. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces;
- k. Retain architectural details that contribute to the character and appearance of the area;
- l. Where relevant and practical, remove features which are incompatible with the Conservation Area;
- m. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and lot widths of the existing built environment;
- n. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape;
- o. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

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Archaeology

Development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance.

Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.

If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.

Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted by the developer and approved by the planning authority.

Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority.

5.11 Design Principles and Amenity

- 5.11.1** To design successful places, all development should meet the aspiration for quality and sustainability in their design and layout. In short, good design is inseparable from good planning.
- 5.11.2** High quality sustainable design is design that is of a notable standard, which, by its nature, features and usability, will sustain over the longer term as it is fit for purpose, has potential to respond to changing needs, and enables occupants / users to live more sustainably.
- 5.11.3** A fundamental part of achieving high quality sustainable design, and ultimately high quality sustainable places, is the need to develop a thorough understanding of the local character and the qualities which contribute to local distinctiveness. Central Lincolnshire is made up of many locally distinctive places including high streets, market squares, industrial estates, urban neighbourhoods, rural villages and landscapes, which, in combination with a variety of natural forms and features, contribute to the rich and varied character of Central Lincolnshire. All development must make a positive contribution to the character and appearance of the environment within which it is located, having regard to its local context, and should not impact negatively upon the amenity experienced by neighbours.
- 5.11.4** Developers will be expected to explain how the policy matters below have been addressed within their development proposals (where appropriate) in the Design and Access Statement submitted with their planning application.
- 5.11.5** To provide assessment and support to ensure high standards of design are achieved, the Central Lincolnshire authorities will use the design review services offered by Opun, the regional Design Review Panel as necessary, and, when appropriate, refer major projects for national design review by Cabi at the Design Council.

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Policy LP26: Design and Amenity

All development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.

Development proposals will be assessed against the following relevant design and amenity criteria.

Design Principles

All development proposals must take into consideration the character and local distinctiveness of the area (and enhance or reinforce it, as appropriate) and create a sense of place. As such, and where applicable, proposals will be required to demonstrate, to a degree proportionate to the proposal, that they:

- a. Make effective and efficient use of land;
- b. Maximise pedestrian permeability and avoid barriers to movement through careful consideration of street layouts and access routes;
- c. Respect the existing topography, landscape character and identity, and relate well to the site and surroundings, particularly in relation to siting, height, scale, massing, form and plot widths;
- d. Not result in the visual or physical coalescence with any neighbouring settlement;
- e. Not result in ribbon development, nor extend existing linear features of the settlement, and instead retain, where appropriate, a tight village nucleus;
- f. Incorporate and retain as far as possible existing natural and historic features such as hedgerows, trees, ponds, boundary walls, field patterns, buildings or structures;
- g. Incorporate appropriate landscape treatment to ensure that the development can be satisfactorily assimilated into the surrounding area;
- h. Provide well designed boundary treatments, and hard and soft landscaping that reflect the function and character of the development and its surroundings;
- i. Protect any important local views into, out of or through the site;
- j. Duly reflect or improve on the original architectural style of the local surroundings, or embrace opportunities for innovative design and new technologies which sympathetically complement or contrast with the local architectural style;
- k. Use appropriate, high quality materials which reinforce or enhance local distinctiveness, with consideration given to texture, colour, pattern and durability;
- l. Ensure public places and buildings are accessible to all: this should not be limited to physical accessibility, but should also include accessibility for people with conditions such as dementia or sight impairment for example.

Amenity Considerations

The amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy must not be unduly harmed by or as a result of development.

Proposals should demonstrate, where applicable and to a degree proportionate to the proposal, how the following matters have been considered, in relation to both the construction and life of the development:

- m. Compatibility with neighbouring land uses;
- n. Overlooking;
- o. Overshadowing;
- p. Loss of light;

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- q. Increase in artificial light or glare;
- r. Adverse noise and vibration;
- s. Adverse impact upon air quality from odour, fumes, smoke, dust and other sources;
- t. Adequate storage, sorting and collection of household and commercial waste, including provision for increasing recyclable waste;
- u. Creation of safe environments.

Similarly, proposals for development adjacent to, or in the vicinity of, existing 'bad neighbour' uses will need to demonstrate that both the ongoing use of the neighbouring site is not compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site, taking account of criteria m to u above.

5.12 Main Town Centre Uses - Frontages and Advertisements

- 5.12.1** The following policy applies to more than just retail shops, but other town centre uses such as banks and restaurants. It therefore applies to all 'main town centre uses', as defined by the NPPF.
- 5.12.2** Shop and business frontages make an important contribution to the character of centres and shopping streets. Great care is necessary to ensure that the alteration and replacement of shop fronts not only adds visual interest to shopping and to the street scene, but also reflects the architectural style of the buildings to which they relate and the character of the area.
- 5.12.3** Whilst the security of shops and other commercial premises is important, shuttering of display windows can produce an intimidating street scene and can detract from the vitality of a shopping street or centre. Internal security shutters which are transparent or perforated to an extent that the area behind is highly visible are preferred over external shutters (permission is not required for internal shutters). However, where external shutters are proposed, the preference is for transparent or heavily perforated shutters rather than solid designed, as they allow visibility into the premises, are less visually intrusive and create a more welcoming environment.
- 5.12.4** The display of advertisements is subject to a separate consent within the planning system under the Advertisement Regulations⁽¹⁰⁾. External advertising plays an important role in the built environment and for commercial activity, helping to identify uses and occupiers within a building or area and to advertise the goods and services they provide. However, advertising can look unattractive if poorly sited and designed. It can also clutter the street scene and detract from the character and local distinctiveness of an area. A balance needs to be met between commercial requirements and the impact on the environment, public safety and amenity. The amenity impacts and safety implications of advertisements requiring consent will be carefully considered, taking into account any cumulative impact on a specific area.
- 5.12.5** A Supplementary Planning Document to further expand on the policy requirements below may be prepared by individual districts in Central Lincolnshire.

10 Town and Country Planning (Control of Advertisements) (England) Regulations 2007