



Cottam Solar Project

Local Impact Report

EN-010133

West Lindsey District Council – 20037171

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1. Executive Summary

- 1.1. Island Green Power Limited (IGP) has applied for a Development Consent Order (DCO) for the Cottam Solar Project.
- 1.2. The application is for the construction, operation and decommissioning of a solar photovoltaic (PV) electricity generating facility, energy storage facility and export connection to the National Grid.
- 1.3. The application for the DCO has been submitted to the Planning Inspectorate, with the decision on the DCO being made by the Secretary of State of Business, Energy and Industrial Strategy (SoS) under the Planning Act 2008.
- 1.4. As part of the process, West Lindsey District Council (WLDC) are invited to submit a Local Impact Report (LIR). The LIR provides details of the likely impacts of the proposed development on the authority's area and is given weight in the decision making process.
- 1.5. The proposed Cottam Solar Park will exert a range of environmental, social and amenity impacts.
- 1.6. This report constitutes WLDC's LIR. It provides details of the likely impact of the proposed development on the district of West Lindsey and will be submitted to inform the examination of the Cottam Solar Project application by the Examining Authority (ExA) on behalf of the SoS.
- 1.7. The key impacts identified and expanded upon in the LIR include:
 - Cumulative impacts with other projects;
 - Approach to project design (including site selection and alternatives);
 - Landscape and visual;
 - Ecology;
 - Biodiversity (including Biodiversity Net Gain);
 - Socio-economic impacts;
 - Cultural heritage;
 - Climate resilience;
 - Agricultural land;
 - DCO 'requirements'; and
 - DCO articles.
- 1.8. Some of the impacts relating to the above are able to be resolved through clarifications and/or the provision of further information by the applicant. More significant impacts may require more material amendments and/or the submission of further information to enable the project to be determined with all required information before the examination.
- 1.9. Having identified the local impacts, WLDC maintain a commitment to engage with the applicant to seek to address the adverse impacts. Matters of agreement and disagreement will be set out in a Statement of Common Ground between the parties.

2. Terms of Reference

Introduction

- 2.1. This report comprises the Local Impact Report (LIR) of West Lindsey District Council (WLDC) for the Cottam Solar Project (hereafter referred to as the 'Scheme') that has been submitted by Cottam Solar Project Limited ('the Applicant'). The Applicant is part of Island Green Power Limited (IGP). IGP is also progressing the Cottam Solar Project (EN010133), which is within the same locality as the Scheme. The West Burton Solar Project was accepted for Examination by the Secretary of State on the 18th of April 2023 and held a preliminary meeting on the 7th of September 2023; however, during this meeting the examination was adjourned.
- 2.2. WLDC have had regard to the purpose of LIRs as set out in s60(3) of the Planning Act 2008 (as amended); Department for Levelling Up, Housing and Communities' (DLUHC) Guidance for the examination of applications for development consent; the Planning Inspectorate's Advice Note One, Local Impact Reports; and the Planning Inspectorate's Example Documents, in preparing this LIR.

Scope

- 2.3. The LIR does not describe the proposed development any further, relying on the Applicant's description as set out in Chapter 4 of the Environmental Statement (ES) (Doc. Ref. EN010133/APP/C6.2.4). The extract below is taken from section 4.2 of the of the aforementioned document and provides an overview of the Scheme:
- 4.2.1 *The Scheme comprises a number of land parcels (the 'Site' or 'Sites') described as Cottam 1, 2, 3a and 3b (see Location Plan [EN010133/APP/C2.1] or Figure 1.1 of the ES) which accommodate ground mounted solar photovoltaic (PV) generating stations (incorporating the solar arrays); grid connection infrastructure and energy storage; and the Cable Route Corridors. The Scheme will comprise the construction, operation and maintenance, and decommissioning of a generating station (incorporating solar arrays) with a total capacity exceeding 50 megawatts (MW). The Scheme is defined as a NSIP under Sections 14(1)(a) and 15(2) of the Planning Act 2008 (Ref 4-1), as it is an onshore generating station in England with a capacity of more than 50 MW.*
- 4.2.2 *The solar array Sites and associated substations and energy storage are to be connected to the National Grid at a substation at Cottam Power Station. The Scheme will connect to the National Grid substation via a new 400kV substation constructed as part of the Scheme to provide the connections to the various solar Sites. The substations, cable connections and energy storage will be required for the duration of the Scheme. The substations and energy storage will be decommissioned and removed at the end of the lifetime of the Scheme but the underground cables are anticipated to be decommissioned in situ to minimise environmental impacts.*
- 4.2.3 *The operational life of the Scheme is anticipated to be 40 years. Once the Scheme ceases to operate, it will be decommissioned. A 40-year period for the operational phase of the Scheme has been assessed in the EIA and reported in this ES."*
- 2.4. Section 4.5 of Chapter 4 of the ES also sets out the key components of the Scheme. These components are set out below and groups them according to the works number that they are associated to.

The Ground Mounted Solar Photovoltaic Generating Stations (Work No.1)

- 2.5. The following components would be associated with the solar photovoltaic (PV) generating stations.
- Solar PV Panels.
 - Mounting Structures:
 - Whilst it is likely that the Scheme will utilise tracker solar panels, optionality is included within the application to be able to utilise fixed panels. Tracker panels have a maximum height parameter of 4.5m, whereas fixed panels are up to 3.5m.
 - Conversion Units (inverters, transformers, switchgear, and monitoring and control systems):

- Design Parameters of 15m in length by 5m in width and a maximum height of up to 3.5m in height (unless sited within a higher risk flood zone, in which case it could be up to 4.5 m in height).
- DC electrical ('combiner') boxes:
 - The Maximum width of the boxes is 0.55m, maximum length 0.65m and maximum height 0.26m.
- Inter Solar Panel Electrical Cabling.

Energy Storage Facility (Work No.s 2 and 3)

- 2.6. The Applicant has proposed two alternative layouts for energy storage. These are Work No. 2 and Work No. 3. The ES has considered both options.
- 2.7. It is assumed that the form of energy storage will be battery storage and as such, the Energy Storage Facility as it is termed in the draft DCO Schedule 1, is often referred to as a 'BESS' (Battery Energy Storage System).
- The Energy Storage Facility will utilise a lithium ion energy storage system. The batteries, inverters, transformers and switchgears ('conversion units' as explained below) will be mounted on a concrete foundation in a single compound. A piling solution may be required, depending on the results of geotechnical surveys. If piling is required, it would involve piling up to 12m in depth.
 - The maximum dimensions of individual modular battery storage container and interconnector container within a BESS compound is 2.0m width by 3.0m length and up to 3.5m in height. The maximum dimensions of modular battery storage and interconnector container strings within a BESS compound is 24.0m by 3.0m footprint and up to 3.5m in height.

Substations (Work No.4)

- 2.8. Substations will be required at each Solar Farm Site. Maximum parameters for the onsite substations, including control building or container, welfare facilities, hardstanding areas and hardstanding parking areas therein, but excluding the full extent of the cabling are outlined below:
- Site Area Parameter:
 - Work 4A "Cottam 1" – 2.90 ha;
 - Work 4B "Cottam 2" – 0.70 ha;
 - Work 4C "Cottam 3a" – 0.70 ha; and
 - Work 4D "Cottam 3b" – 0.70 ha.
 - Height Parameter:
 - Work 4A "Cottam 1" – 13.2m
 - Work 4B "Cottam 2" – 6.5m
 - Work 4C "Cottam 3a" – 6.5m
 - Work 4D "Cottam 3b" – 6.5m
- 2.9. The maximum height of the substation at Cottam 1 will be 13m to the top of the busbars. The maximum height of the sub-stations at Cottam 2, 3a and 3b will be 6.5m to the top of the busbars. 2.6m high palisade fencing will be provided around the substation compound.

Grid Connection Works at Cottam Power Station (Work No. 5)

- 2.10. Works at the existing National Grid Cottam 400KV substation Site to facilitate connection to the Scheme will include re-equipping an existing (but currently unused) generator bay with a 400KV circuit breaker, current transformers, metering current transformer/voltage transformer (CT/VT) units and line disconnecter for the 400KV connection to the Cottam 1 Solar Site.

Works to lay electrical cables - the Cable Route Corridor (Work No. 6A) and Shared Cable Route Corridor (Work No.6B)

- 2.11. The electricity generated by the Scheme will be exported to the National Grid substation at Cottam Power Station via a number of underground cable circuits sited within the cable route corridor. The components of the cable corridor include the Cottam Cable Corridor (Work No.6A) and the
- 2.12. The Cottam Cable Corridor (Work No.6A) consists of the following:
- A 400kV cable circuit (consisting of up to 3 No. cables) cables will export the power generated by the Scheme and power stored at the BESS from the substation at Cottam 1, to the National Grid substation at Cottam Power Station. The length of this cable is approximately 13.3 km.
 - A 132kV cable circuit (consisting of up to 3 No. cables) will export power from the substation at Cottam 3a to the substation at Cottam 1. The length of this cable is approximately 14.2km.
 - A 132kV cable circuit (consisting of up to 3 No. cables) will export power from the substation at Cottam 3b to the substation at Cottam 1. The length of this cable is approximately 12.6km.
 - A 132kV cable circuit (consisting of up to 3 No. cables) will export power from the substation at Cottam 2 to the substation at Cottam 1. The length of this cable is approximately 9.3 km.
- 2.13. Each of these cable circuits are also required to facilitate the import of electricity to be stored within the BESS at Cottam 1. The Cable Route Corridor (Work No. 6A) broadly extends to 50m in width (there may be slightly wider areas where the Route deviates).
- 2.14. Part of the Gate Burton Energy Park cable route and West Burton Solar Project cable route are proposed to be located within the cable route corridor for the Scheme's cable circuits (the Shared Cable Route Corridor). This is identified as Work No.6B on the Works Plans.
- 2.15. It is expected that this will be constructed in one of two cumulative scenarios:
- 1) Simultaneous construction of ducts and cables for three projects over 18 months. Ducts installed together, cables pulled separately, considering haul roads, compounds, and bridges. Cable pulling involves joint bays and chambers.
 - 2) Consecutive installation of project ducts and cables over 5 years, assuming infrastructure remains. This represents a worst-case assessment scenario.

Various Works Within the Solar Farm Sites (Work No.7)

- 2.16. Work No. 7 includes for a range of works within the Solar Farm Sites, these include:
- Fencing, Security and Lighting;
 - Landscaping;
 - Internal Access Tracks;
 - Surface Water Drainage; and
 - Secondary Construction Laydown Areas.

Purpose and Structure of the LIR

- 2.17. The primary purpose of the LIR is to identify the policies in the Central Lincolnshire Local Plan in so far as they are relevant to the proposed development and the extent to which the development accords with these policies. It does this under topic-based headings reflecting the likely nature of impacts. The key issues for the local authorities and the local community are then identified, followed by commentary on the extent to which the applicant addresses these issues by reference to the application documentation, including the DCO articles, requirements and obligations, as relevant.
- 2.18. The proposed Cottam Solar Park does not commit to a maximum stored capacity. However, within the Design and Access Statement Part 1 of 4 (Doc. Ref. EN010133/APP/C7.6) it states that the Scheme will have a total generating capacity of up to 600MW of renewable solar energy for 40 years for distribution by the National Grid. Within Chapter 4: Scheme Description of the ES, the

Applicant has stated that they have not because there are a range of PV technologies are developing rapidly and may be available at the time of construction.

- 2.19. This LIR identifies relevant policies within the Central Lincolnshire's Local Plan and the extent to which the proposed development accords with these policies. Topic based headings are used as a framework to set this assessment of the impacts within and key issues are identified along with commentary on the applicant's approach to mitigating these impacts.

3. Local Context

Central Lincolnshire and the West Lindsey district

- 3.1. West Lindsey is a district council located in Central Lincolnshire, a collective area that encompasses the City of Lincoln, North Kesteven and West Lindsey. The West Lindsey district covers an area of over 1,150km² and is located within Lincolnshire County Council who are the county council and are also impacted by the proposed solar farms.
- 3.2. Central Lincolnshire is characterised by a population that lives in a range of settlements that vary in size and character. Lincoln is the largest settlement with a population of approximately 110,000 living in the principle urban area. Lincoln acts as a service centre over a wide geographical area, with villages sourcing most services and employment requirements in the city, effectively extending its catchment population to around 165,000.
- 3.3. West Lindsey borders North Lincolnshire and North East Lincolnshire to the north; East Lindsey in the east; North Kesteven and the city of Lincoln in the south. The River Trent forms a natural boundary to the west where the district meets Bassetlaw District Council and Nottinghamshire County Council, both of which are affected by the proposed Cottam solar farm and the grid connection.
- 3.4. The West Lindsey district hosts main towns such as Gainsborough, Caistor and Market Rasen, which serve the northern and southern parts of the wider Central Lincolnshire area. Gainsborough experienced significant growth during the 19th century as an industrial and engineering centre, with a shift of focus to manufacturing on the 20th century. It now provides a thriving manufacturing/engineering sector with national and international companies headquartered in the town.
- 3.5. WLDC is predominantly rural and interspersed with settlements across the area. The district provides an attractive setting for its three market towns of Caistor, Gainsborough and Market Rasen. The district is the 13th most sparsely populated area in England with a population of 95,153 and a density of 82 people per km² based on 2021 census data from the Office of National Statistics (ONS). The population has increased by 6% since the last census in 2011. Over 23% of the population of West Lindsey in the census are over the retirement age compared to 19% in the rest of the United Kingdom
- 3.6. The remainder of Central Lincolnshire and the West Lindsey district is predominantly rural, characterised by a settlement pattern of villages as well as the smaller towns of Market Rasen and Caistor. The average population density is amongst the lowest in lowland England, with the majority of settlements not exceeding a few hundred people.
- 3.7. Collectively, the rural area nonetheless accounts for over half of Central Lincolnshire's population. Functionally, the rural villages typically operate as clusters that share key services, with larger villages acting as local service centres upon which communities rely for basic facilities and as social hubs.
- 3.8. The Ministry of Defence (MoD) has a strong presence in the West Lindsey District and the wider Central Lincolnshire area. Active Royal Air Force (RAF) bases at Waddington, Cranwell and Digby make a significant contribution to the area's demographic and economic make up. Former bases have been utilised to deliver new housing and employment development. Central Lincolnshire is home to the Red Arrows and its RAF heritage (including Lincolnshire's historic role as the centre of Bomber Command and the neighbouring base for the Battle of Britain Memorial Flight in East Lindsey) support the expansion for the area's existing visitor economy. The former historic RAF base at Scampton closed in the March 2023.

Landscape character

- 3.9. Central Lincolnshire's natural environment is varied and contrasting, characterised by gentle chalk and limestone uplands with low lying fens and fenland. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) falls partly in Central Lincolnshire, with its distinctive landscape of rolling hills and nestling villages.

- 3.10. The wider rural landscape of Central Lincolnshire comprises a sweeping character with big skies, and is a highly valued asset, making a significant contribution to local distinctiveness and attractiveness.
- 3.11. The escarpment of the Jurassic Lincolnshire Limestone, known locally as the Lincoln Edge, runs the full length of Central Lincolnshire, forming a unifying topographic feature and, as a key factor in the origins and historic development of Lincoln, makes a strong contribution to its present quality and character.
- 3.12. Outside of the urban areas, land use in Central Lincolnshire and West Lindsey in particular is predominantly agricultural with intensive arable crops dominating. Soils are typically fertile and of high quality for agriculture.
- 3.13. West Lindsey and the wider Central Lincolnshire area hosts a wide range of natural habitats, including wetland, woodland, calcareous grassland and remnants of heathland fen, which together provide ecological networks and nodes of sufficient scale to support wildlife adaptation and environmental resilience to climate change.
- 3.14. Biodiversity in the area is experiencing pressure from factors including climate change, habitat fragmentation, development and large scale intensive agriculture. Major landscape-scale initiatives are proposed to restore and enhance the areas ecological networks and corridors.

Socio-Economic

- 3.15. As set out in the Central Lincolnshire Local Plan, which is the Local Plan adopted by West Lindsey, Central Lincolnshire is located within the Greater Lincolnshire Local Enterprise Partnership (GLLEP) area and represents roughly 30% of the GLLEP area's population, employment and business base. The draft Local Industrial Strategy (LIS) notes that Greater Lincolnshire has an economy of £20.7bn with an ambition to grow the Gross Value Added (GVA) by £3.2bn by 2030. The GLLEP area boasts a mix of traditional manufacturing, a comprehensive agri-food sector, energy and services, and is strong in health and care and the visitor economy. In these sectors and others the area benefits from a large number of small businesses – a distinctive feature of the economy.
- 3.16. The GLLEP's priority sectors include; agri-foods, energy and water, health and care, visitor economy and ports and logistics, but this should not diminish the important roles of other sectors, including manufacturing and engineering, to the local economy. The Central Lincolnshire Authorities will play a key role in the delivery of the vision for most of these sectors.
- 3.17. The Economic Needs Assessment (ENA) (2020) projects the economic growth and job growth to 2040, which in turn was influenced by the LIS and other work being produced by the GLLEP. The ENA highlights that there has been strong growth in recent years, outstripping anticipated growth, and projects forward a growth of approximately 992 jobs per year.
- 3.18. The visitor economy is a significant and growing sector within West Lindsey. The area is an attractive, peaceful rural area which combines an outstanding natural environment with historic villages in close proximity to the City of Lincoln. Lincolnshire's visitor economy is worth £2.4bn (STEAM data Lincolnshire County Council), with the sector supporting 30,000 jobs and a far reaching supply chain across the county. Food and drink spending alone generates £44m into the local economy, with recreation adding £18m and retail contributing £59m. The visitor economy is a significant sector for people's livelihoods.
- 3.19. The impact of Covid lockdowns has been severe. Lincolnshire has experienced a 52% reduction in all tourism spending (STEAM data 2020), with full time jobs being reduced by half from 2,500 jobs to just over 1,200. There has been a 52% reduction in visitor numbers and a 50% reduction on the number of visitor days. Food and drink spend fell from £44m to £21m (reduction of £13m) and retail spend fell from £59m to £29m (reduction of £20m). Recreational spend reduced by £10m to £8m. Overall, local tourism businesses have experienced a reduction of over £100m from their revenue.
- 3.20. Reflective of the defining agricultural character and culture of West Lindsey, one of the key tourist events is the Lincolnshire Show, held annually at the Lincolnshire Showground. The show is a flagship event for the area, with over 60,000 visitors and 500 exhibitors each year. The success of the Lincolnshire Show is strongly relies upon the local tourism sector accommodating the visitor demand it creates.

- 3.21. Forecasts have predicted that it will take a timescale of up to 2025/26 for businesses in the sector to recover to pre-Covid levels, based on the assumption that no material externalities will compromise this recovery.

Hydrology

- 3.22. Water is an important aspect of Central Lincolnshire's environment. The area has a long history of land drainage and flood management, and significant areas of low-lying land are maintained for agriculture by pumped drainage. River flooding is closely controlled through embankments and washlands as part of wider management plans for the main river catchments. Conversely, Lincolnshire is already experiencing pressure on its water resources from increasing trends in consumer and commercial demand, coupled with predicted increases in the frequency and severity of drought due to climate change. Major new infrastructure to supply the Lincoln area with water abstracted from the Trent was completed in July 2014.
- 3.23. Due to its topographical characteristics, the area has a history of land drainage and flood management, and significant areas of low-lying land are maintained for agriculture by pumped drainage. River flooding is closely controlled through embankments and washlands as part of wider management plans for the main river catchments.

Site description and surroundings

- 3.24. The Scheme is located within a 19km radius of the Point of Connection (POC) at the former Cottam Power Station. The majority of the Scheme will be located within the jurisdiction of West Lindsey District Council and Lincolnshire County Council. The POC at the former Cottam Power Station and a part of the Cable Route Corridor are located within the jurisdiction of Bassetlaw District Council and Nottinghamshire County Council.
- 3.25. The wider area is predominantly rural with a scattering of small settlements and villages throughout. The main highways routes in the vicinity of the Order limits are the A1500 which runs broadly east to west situated to the south of Cottam 1; the A631 which runs broadly east to west situated to the south of Cottam 2; the B1205 broadly running east to west in the vicinity of Cottam 3a and 3b; and the A15 running north to south and situated to the east of the Sites.
- 3.26. The land within the Order limits is not covered by any statutory landscape designations, i.e., National Parks, or Areas of Outstanding Natural Beauty (AONB). The Cottam and West Burton Power Station structures situated to the west of the Sites, are dominant structures within the landscape; however, there are high sensitivity receptors within the wider landscape. Specifically, these receptors include the Ridge Area of Greater Landscape Value (AGLV) and Gainsborough AGLV.
- 3.27. The Solar Array Sites are all situated within the District of West Lindsey. Cottam 1 is made up of a number of sites / fields clustered within an area of countryside centred around the village of Coates. Cottam 2 sits to the north of Cottam 1 and is located to the east of the village of Corringham. Cottam 3 sits to the north of Cottam 2 and is split in to two areas: Cottam 3a, to the east of the village of Blyton; and Cottam 3b, to the east of Pilham.

Key challenges

- 3.28. West Lindsey District and the wider Central Lincolnshire area is facing a range of challenges. These include the requirement to improve social and economic conditions, including health, housing, jobs and the range and quality of facilities, whilst also ensuring that the environment is improved and that growth does not erode the area's environmental and heritage assets, or increase pressure on natural resources.

4. Legislative & Policy Context

- 4.1. WLDC recognises the application as one made under the Planning Act 2008 (PA2008) for a Development Consent Order (DCO) for development that falls within the definition of energy generating stations set out in section 15 of the PA2008.
- 4.2. The proposed development comprises the construction, operation and decommissioning of solar arrays for the generation of electricity, also including a Battery and Energy Storage System (BESS), the import/export connection to the National grid and onsite converter stations.
- 4.3. The PA2008 provides for two different decision making procedures for NSIP applications;
 - i) Sec. 104 - where a relevant National Policy Statement (NPS) has been designated and has effect; and
 - ii) Sec.105 – where there is no designated NPS or there is a designated NPS but which does not have effect.
- 4.4. The application to fall to be determined under section 105 of PA2008 due to electricity generation by solar generating stations being excluded from the scope of NPS' EN-1 and EN-3. Energy storage infrastructure also does not fall within the scope of NPS' EN-1 and EN-3. There is therefore no designated NPS that has effect in relation to the proposed development.
- 4.5. Section 105 of the PA2008 states that in determining the proposed development, the decision maker must have regard to:
 - a. Any local impact report (within the meaning given by section 60(3)) submitted to the Secretary of State before the deadline specified in a notice under section 60(2);
 - b. Any matters prescribed in relation to development of the description to which the application relates, and
 - c. Any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State's decision.
- 4.6. The Central Lincolnshire Local Plan (Local Plan) forms the adopted development plan for the West Lindsey district. The Local Plan was adopted on 24th April 2023 and therefore represents a wholly 'up to date' statutory development plan. WLDC considers that the Local Plan should be considered 'important and relevant' for the purposes of section 105 and should be afforded significant weight in the decision making process.

Central Lincolnshire Local Plan (April 2023)

- 4.7. The Central Lincolnshire Local Plan forms part of the development plan for West Lindsey (replacing the previous Central Lincolnshire Local Plan, adopted in 2017). The Local Plan was adopted on 13th April 2023 and therefore represents an 'up to date' statutory development plan to which significant weight should be afforded in decision making under section 105 of the PA 2008. The full plan is included at Appendix A of this LIR.
- 4.8. The relevant policies and a brief summary of each are set out are set out below.

Table 4-1 – Central Lincolnshire Local Plan Policy

Policy	Summary
Policy S1: The Spatial Strategy and Settlement Hierarchy	<p>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.</p> <p>Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land and enabling a larger number of people to access jobs, services and facilities locally.</p>
Policy S2: Level and Distribution of Growth	<p>The economic vision and strategy of this plan is to seek to facilitate the creation of 24,000 new jobs over the plan period, 2018-2040. To help facilitate that target and ensure the provision of new homes is in balance</p>

	with job creation, this plan aims to facilitate the delivery of 1,325 dwellings per year, or 29,150 dwellings over the Plan period.
Policy S10: Supporting a Circular Economy	<p>The Joint Committee is aware of the high energy and material use consumed on a daily basis, and, consequently, is fully supportive of the principles of a circular economy.</p> <p>Accordingly, and to complement any policies set out in the Minerals and Waste Development Plan, proposals will be supported, in principle, which demonstrate their compatibility with, or the furthering of, a strong circular economy in the local area (which could include cross-border activity elsewhere in Lincolnshire).</p>
Policy S11: Embodied Carbon	All development should, where practical and viable, take opportunities to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials.
Policy S14: Renewable energy	All major development proposals should explicitly set out what opportunities to lower a building's embodied carbon content have been considered, and which opportunities, if any, are to be taken forward.
Policy S15: Protecting Renewable Energy Infrastructure	<p>The Central Lincolnshire Joint Strategic Planning Committee is committed to supporting the transition to a net zero carbon future and will seek to maximise appropriately located renewable energy generated in Central Lincolnshire (such energy likely being wind and solar based).</p> <p>Proposals for renewable energy schemes, including ancillary development, will be supported where the direct, indirect, individual and cumulative impacts on the following considerations are, or will be made, acceptable.</p> <ol style="list-style-type: none"> i. The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets, their settings and the historic landscape; and highway safety and rail safety; and ii. The impacts are acceptable on aviation and defence navigation system/communications; and iii. The impacts are acceptable on the amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as noise, dust, odour, shadow flicker, air quality and traffic. <p>Permitted proposals will be subject to a condition that will require the submission of an End of Life Removal Scheme within one year of the facility becoming non-operational, and the implementation of such a scheme within one year of the scheme being approved. Such a scheme should demonstrate how any biodiversity net gain that has arisen on the site will be protected or enhanced further, and how the materials to be removed would, to a practical degree, be re-used or recycled.</p>
Policy S16: Wider Energy Infrastructure	<p>The Joint Committee is committed to supporting the transition to net zero carbon future and, in doing so, recognises and supports, in principle, the need for significant investment in new and upgraded energy infrastructure.</p> <p>Where planning permission is needed from a Central Lincolnshire authority, support will be given to proposals which are necessary for, or form part of, the transition to a net zero carbon sub-region, which could include: energy storage facilities (such as battery storage or thermal storage); and upgraded or new electricity facilities (such as transmission facilities, substations or other electricity infrastructure).</p>
Policy S17: Carbon Sinks	Existing carbon sinks, such as peat soils, must be protected, and where opportunities exist they should be enhanced in order to continue to act as a carbon sink.
Policy S20: Resilient and Adaptable Design	Adaptable design Applicants should design proposals to be adaptable to future social, economic, technological and environmental requirements in order to make buildings both fit for purpose in the long term and to

	<p>minimise future resource consumption in the adaptation and redevelopment of buildings in response to future needs.</p>
Policy S21: Flood Risk and Water Resources	<p>Flood Risk All development proposals will be considered against the NPPF, including application of the sequential and, if necessary, the exception test.</p> <p>Development proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive.</p>
Policy S28: Spatial Strategy for Employment	<p>In principle, employment related development proposals should be consistent with meeting the following overall spatial strategy for employment.</p> <p>The strategy is to strengthen the Central Lincolnshire economy offering a wide range of employment opportunities focused mainly in and around the Lincoln urban area and the towns of Gainsborough and Sleaford, with proportionate employment provision further down the Settlement Hierarchy</p>
Policy S29: Strategic Employment Sites (SES)	<p>SES will meet large scale investment needs that requires significant land take. Proposals for the development of SES should be progressed through an agreed masterplan which includes a travel plan and associated infrastructure to promote sustainable modes of travel for the site as a whole wherever possible prior to or alongside a planning application. Small scale, ancillary and/or piecemeal development that prevents or otherwise detracts from the delivery of large scale investment on an SES will be refused.</p>
Policy S31: Important Established Employment Areas (IEEA)	<p>IEEA make a substantial contribution to the Central Lincolnshire economy. They are defined as sites located in tiers 1-4 of the Settlement Hierarchy in Policy S1 (Large Villages and above), on sites of 2ha or more and have at least 8,000sqm of ground floor space and with five or more units occupied by different businesses.</p>
Policy S43: Sustainable Rural Tourism	<p>Development proposals within villages named in the Settlement Hierarchy in Policy S1 that will deliver high quality sustainable visitor facilities including (but not limited to) visitor accommodation, sporting attractions, and also including proposals for temporary permission in support of the promotion of events and festivals.</p>
Policy S45: Strategic Infrastructure Requirements	<p>Infrastructure Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.</p> <p>Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or a planning obligation may be used to secure this phasing arrangement.</p>
Policy S47: Accessibility and Transport	<p>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.</p> <p>All developments should demonstrate, where appropriate, that they have had regard to the following criteria:</p> <ol style="list-style-type: none"> 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, car clubs, walking and cycling links and integration with existing infrastructure; c) Making allowance for low and ultra-low emission vehicle refuelling infrastructure.

Policy S53: 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.
Policy S54: Health and Wellbeing	The potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.
Policy S56: Development on Land Affected by Contamination	Development proposals must take into account the potential environmental impacts on people, biodiversity, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.
Policy S57: The Historic Environment	Development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.
	<p>Listed Buildings</p> <p>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.</p>
	<p>Conservation Areas</p> <p>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.</p>
	<p>Archaeology</p> <p>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.</p>
	<p>Gainsborough</p> <p>g) Take into account the Gainsborough Town Centre Conservation Area Appraisal and Gainsborough Town Centre Heritage Masterplan;</p> <p>h) Protect and enhance the landscape character and setting of Gainsborough and the surrounding villages by ensuring key gateways are landscaped to enhance the setting of the town, minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages</p>
Policy S59: Green and Blue Infrastructure Network	<p>The Central Lincolnshire Authorities will safeguard green and blue infrastructure in Central Lincolnshire from inappropriate development and work actively with partners to maintain and improve the quantity, quality, accessibility and management of the green infrastructure network.</p> <p>Proposals that cause loss or harm to the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.</p>
Policy S60: Protecting Biodiversity and Geodiversity	<p>All development should:</p> <ul style="list-style-type: none"> a) protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site; b) minimise impacts on biodiversity and features of geodiversity value;

- c) deliver measurable and proportionate net gains in biodiversity in accordance with Policy S61; and
- d) protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat.

Mitigation of Potential Adverse Impacts

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle, in line with the mitigation hierarchy. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

Development will only be supported where the proposed measures for mitigation and/or compensation along with details of net gain are acceptable to the Local Planning Authority in terms of design and location and are secured for the lifetime of the development with appropriate funding mechanisms that are capable of being secured by condition and/or legal agreement.

If significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

<p>Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains</p>	<p>Following application of the mitigation hierarchy, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features proportionate to their scale, through site layout, design of new buildings and proposals for existing buildings with consideration to the construction phase and ongoing site management.</p> <p>Biodiversity Net Gain</p> <p>The following part of the policy applies unless, and until, subsequently superseded, in whole or part, by national regulations or Government policy associated with the delivery of mandatory biodiversity net gain arising from the Environment Act 2021. Where conflict between the policy below and the provisions of Government regulations or national policy arises, then the latter should prevail.</p>
<p>Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value</p>	<p>Areas of Great Landscape Value</p> <p>Areas of Great Landscape Value (AGLV) are locally designated landscape areas recognised for their intrinsic character and beauty and their natural, historic and cultural importance. A high level of protection will be afforded to AGLV reflecting their locally important high scenic quality, special landscape features and sensitivity.</p> <p>Development proposals within, or within the setting of, AGLV shall:</p> <ul style="list-style-type: none"> e) conserve and enhance the qualities, character and distinctiveness of locally important landscapes; and f) protect, and where possible enhance, specific landscape, wildlife and historic features which contribute to local character and landscape quality; and g) maintain landscape quality and minimise adverse visual impacts through high quality building and landscape design; and h) demonstrate how proposals have responded positively to the landscape character in relation to siting, design, scale and massing and where appropriate have retained or enhanced important views, and natural, historic and cultural features of the landscape; and i) where appropriate, restore positive landscape character and quality. <p>Where a proposal may result in adverse impacts, it may exceptionally be supported if the overriding benefits of the development demonstrably</p>

	outweigh the harm – in such circumstances the harm should be minimised and mitigated through design and landscaping.
Policy S66: Trees, Woodland and Hedgerows	<p>Development proposals should be prepared based on the overriding principle that:</p> <ul style="list-style-type: none"> the existing tree and woodland cover is maintained, improved and expanded; and opportunities for expanding woodland are actively considered and implemented where practical and appropriate to do so. <p>Hedgerows</p> <p>Proposals for new development will be expected to retain existing hedgerows where appropriate and integrate them fully into the design having regard to their management requirements. Proposals for new development will not be supported that would result in the loss of hedges of high landscape, heritage, amenity or biodiversity value unless the need for, and benefits of, the development clearly outweigh the loss and this loss can be clearly demonstrated to be unavoidable. Development requiring the loss of a hedgerow protected under The Hedgerow Regulations will only be supported where it would allow for a substantially improved overall approach to the design and landscaping of the development that would outweigh the loss of the hedgerow. Where any hedges are lost, suitable replacement planting or restoration of existing hedges, will be required within the site or the locality, including appropriate provision for maintenance and management.</p>
Policy S67: Best and Most Versatile Agricultural Land	Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy.

Central Lincolnshire Statement of Community Involvement (January 2023)

4.9. The Statement of Community Involvement (SCI) outlines how the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) expects to involve and consult the public and stakeholders when preparing planning policy documents, namely local plans and supplementary planning documents. This may be used to inform WLDC’s approach to consultation during the DCO examination.

Lincolnshire County Council

4.10. Lincolnshire County Council (LCC) is the county council that governs the non-metropolitan county of Lincolnshire, apart from the areas governed by the unitary authorities of North Lincolnshire and North East Lincolnshire. The council is responsible for public services such as education, transport, highways, heritage, social care, libraries, trading standards, and waste management.

4.11. The council has several policies, strategies and plans which cover planning and the environment. Those which are relevant to the solar DCOs are set out below.

Table 4-2 – Lincolnshire County Council Policy Documents

Policy Document	Summary
Carbon Management Plan (Jan 2019)	The Carbon Management Plan (CMP) sets out their strategy and action plan for continuing to reduce carbon emissions over the next 5 years.
Joint Lincolnshire Flood Risk and Water Management Strategy 2019-2050	<p>LCC is the Lead Local Flood Authority (LLFA) for the administrative county of Lincolnshire. Because of this role, since 2010 the Council has been responsible for implementing and monitoring a local flood risk management strategy.</p> <p>The purpose of the strategy is to manage the impact of flood risk to people, businesses and the environment across Lincolnshire.</p>

Policy Document	Summary
Green Masterplan	<p>The Green Masterplan is a multi-year programme running until 2050 to ensure that LCC meet the national carbon reduction targets of being net zero by 2050.</p> <p>The Green Masterplan is backed up by an Initial Action Plan and has three guiding principles: Don't waste anything; consider wider opportunities; and take responsibility and pride.</p>
Local Enforcement Plan (Nov 2020)	<p>This plan sets out our priorities for investigation, explains what will be investigated and what will not, and the priorities for responses to complaints and the timescales for these responses.</p> <p>Although this is plan does not refer to Nationally Significant Infrastructure Projects, it is likely to be a material consideration during the construction phase of the development.</p>
Local Transport Plan 5	<p>This plan is designed to cover the short, medium, and longer-term time horizons for transport and highways for the whole of Lincolnshire.</p> <p>The plan does not cover the impacts of construction traffic, but it is likely to be a material consideration in LLC's stance on the DCOs, particularly during construction and how this could impact the plan.</p>
Statement of Community Involvement (Sep 2019)	<p>The statement of community involvement outlines how the council plans to involve and consult the public and stakeholders in relation to the minerals and waste local plan.</p> <p>This may be used to inform LCC's approach to consultation during the DCO examination.</p>
Travel plan guidance (Dec 2021)	<p>This guidance sets out the highways authority requirements for development travel plans and identifies when they are required in support of a planning application.</p>
Minerals and waste local plan	<p>The minerals and waste development scheme identifies the documents that make up the minerals and waste local plan and sets out the timetable for preparation and review.</p> <p>Part of the Grid Connection Corridor is also located within a Mineral Safeguarding Area for Sand and Gravel. However it was confirmed with NCC and LCC that there is not a need for a standalone Mineral Safeguarding Assessment to accompany the DCO Application.</p>

Neighbourhood Plans

- 4.12. Thirteen Neighbourhood Plans within the WLDC administrative area are either being prepared or adopted in close proximity to the Order Limits of the DCO application and/or are likely to experience impacts from the proposed development.
- 4.13. The following Neighbourhood Plans are adopted:
- Corringham;
 - Gainsborough;
 - Hemswell and Harpswell;
 - Lea;
 - Marton;
 - Saxilby with Ingleby;
 - Sturton by Stow; and
 - Willoughton.

- 4.14. The following Neighbourhood Plans are being prepared (at draft stage):
- Blyton;
 - Ingham;
 - Laughton; and
 - Upton and Kexby.
- 4.15. Marton's Local Plan has been included at Appendix s as it will be the most affected by the shared Cable Corridor.

National Policy

- 4.16. National policy governing the principle of development for renewable energy proposals within its scope is the National Policy Statement (NPS) for renewables EN-3, which should be read together with the Overarching NPS for Energy, EN-1.
- 4.17. Given that EN-3 does not have any technology-specific policy relevant to solar photovoltaic projects, it is not considered that it has effect for the purposes of section 104 of the Planning Act 2008, as has been recognised by the Applicant. Nonetheless, it is a material planning consideration in the DCO process but not the only policy that the proposal needs to take into account.
- 4.18. A review of the energy NPSs has resulted in the publication of a draft EN-1 and EN-3, which are not yet designated (and therefore also do not 'have effect' for the purposes of section 104) but have clear relevance to the Cottam Solar Park not least due to the inclusion of solar photovoltaic-specific policy in draft EN-3. It is WLDC's view that these NPSs, both current and draft, are likely to be matters the Secretary of State will consider relevant and important.
- 4.19. Section 105 of the Planning Act 2008 states:
- "105 Decisions in cases where no national policy statement has effect***
- (1) *This section applies in relation to an application for an order granting development consent if section 104 does not apply in relation to the application.*
- (2) *In deciding the application, the Secretary of State must have regard to –*
- (a) *any local impact report (within the meaning given by section 60 (3)) submitted to the Secretary of State before any deadline specified in a notice under section 60 (2),*
- (b) *any matters prescribed in relation to development of the description to which the application relates, and*
- (c) *any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State's decision."*
- 4.20. This LIR may refer to the NPSs, primarily EN-1 and EN-3, to highlight potential compliance issues in some of the topic areas but WLDC are mindful of the role section 105 of the Planning Act 2008 plays in this process.

NPS EN-1 – Overarching Policy Statement for Energy

- 4.21. NPS EN-1 sets out the government's commitment to increasing renewable generation capacity, with a recognition that much of the short-term delivery will derive from onshore and offshore wind.
- 4.22. The generation of energy from other sources, including solar, is not included in the scope of NPS EN-1. WLDC acknowledge that the solar generating station such as this application comprise a development that comprises an NSIP and that some policies within EN-1 are relevant to the determination of such applications.

NPS EN-3 – National Policy Statement for Renewable Energy Infrastructure

- 4.23. NPS EN-1 provides further policy specific to renewable electricity generating technologies. As with EN-1, it expressly only relates to energy from biomass, onshore wind and offshore wind.
- 4.24. Due to solar being expressly excluded from NPS EN-3, WLDC hold the view that it cannot be considered either 'important or relevant' for the determination of the application.

NPS EN-5 – National Policy Statement for Networks

- 4.25. Whilst providing policy for long-distance transmission systems (400kv and 275kv lines), NPS EN-5 also covers associated infrastructure such as substations and converter stations.
- 4.26. Due to the scope of the proposed development, WLDC consider NPS EN-5 to be an important and relevant matter with regard to the relevant associated development of the proposed application.

Draft National Policy Statements for Energy

- 4.27. The government have published consultation drafts of revisions to NPSs EN-1 to EN-5 inclusive.
- 4.28. WLDC consider that as the draft NPSs have not been designated, they do not have effect for decision making under section 104 the PA2008. Their publication does not change the decision making requirement under section 105.
- 4.29. WLDC acknowledge that the emerging NPSs provide an indication of the government's future approach to the delivery of electricity generation technologies with the objective of meeting the UKs net-zero commitments. As a consequence, WLDC consider that there may be elements within the emerging NPSs that may be considered to be important and relevant under the provision of section 105, however the weight that should be afforded to it should be lower than that of the adopted NPSs and the adopted statutory development plans.

The National Planning Policy Framework

- 4.30. The National Planning Policy Framework (NPPF) sets out the governments planning policies for England. The NPPF does not include policies specific to NSIPs.
- 4.31. The NPPF nonetheless provides guidance on the requirement for good design, promoting healthier communities, conserving the historic environment, conserving the natural environment, sustainable transport and meeting the challenges of climate change. With due regard to the scope of the policy at a national level, WLDC consider the NPPF to be an important and relevant matter for the determination of the application under section 105 of the PA2008.

Other Relevant Policy

- 4.32. In addition to the above, WLDC consider the following policy to also be relevant and important for the determination of the application under section 105:
- Powering up Britain (March 2023);
 - The British Energy Security Strategy (2022);
 - The National Infrastructure Strategy (2020);
 - The Energy White Paper: Powering our Net Zero Future (2020); and
 - A Green Future: Our 25 year Plan to Improve the Environment (2018).

Summary

- 4.33. There are a number of relevant local policies which the Examining Authority (ExA) and/or the Secretary of State (SoS) may consider relevant and important.
- 4.34. Each of the issue specific sections sets out an overview of key policies relevant to that topic.

5. West Lindsey District Council Identified Impacts

Introduction

- 5.1. The following sections identify the relevant policies within the development plan and other local policy, the key issues raised by the proposed development and the extent to which the applicant addresses them and thus the proposal complies with local policy.
- 5.2. Where the National Policy Statements refer to the Infrastructure Planning Commission (IPC), this is now the Secretary of State (SoS).

6. Alternative and Design Evolution

Summary

- 6.1. [ADE1] The Applicant has stated that 'it would be highly unlikely that a single site of this size would be available within sufficient proximity to the Cottam Points of Connection (POC)'. However, the Gate Burton scheme, which will also utilise the Cottam POC, has demonstrated that a largely contiguous scheme is achievable. Similarly the proposed Tillbridge application have also shown that a large contiguous scheme is achievable.
- 6.2. [ADE2] The Scheme's study area of 20km is more than twice the size of the Gate Burton study area (8km).
- 6.3. [ADE3] There is a lack of focus on the cumulative transport impacts during the construction phase within the grid corridor.
- 6.4. [ADE4] The Applicant suggests that required site area for a 600MW solar would be 1,300 hectares excluding cable connection routes. This rationale is questioned as the Gate Burton is 823 ha and would provide approximately 531MW. This is 88% of the 600MW Cottam has. If 1,300 hectares are required for Cottam, then Gate Burton would require a site area of 1,100 ha. This is not the case and shows ineffective use of land by Cottam. If the Scheme had followed the Gate Burton's principles, then Cottam should only need approximately 990 hectares. Moreover, the entirety of the Longfield Solar Farm was contained within 453 hectares of land for PV Panels, BESS, Grid Connection Route, Bulls Lodge Substation Extension, Site Access Works and associated infrastructure including landscaping and biodiversity measures.
- 6.5. [ADE5] The Applicant consistently uses phrases such as 'network of sites' and does not follow a contiguous design approach. The division of the Scheme into four distinct units, i.e. Cottam 1, 2, 3a and 3b, demonstrates the lack of good design. This is particularly in relation to Gate Burton and the forthcoming Tillbridge schemes within West Lindsey where a contiguous scheme has been designed.

Legislation and Policy Context

National Policy

- 6.6. When considering assessment principles, adopted National Policy Statement (NPS) EN-1 paragraph 4.4.1 states that '*As in any planning case, the relevance or otherwise to the decision-making process of the existence (or alleged existence) of alternatives to a proposed development is in the first instance a matter of law, detailed guidance on which falls outside the scope of this NPS. From a policy perspective this NPS does not contain any general requirement to consider alternatives or to establish whether the proposed project represents the best option*'. This paragraph is retained without amendment in Paragraph 4.2.11 of the Draft NPS EN-1 (Ref 3-4).
- 6.7. NPS EN-1 paragraph 4.4.3 goes on to state that: '*where (as in the case of renewables) legislation imposes a specific quantitative target for particular technologies... the IPC should not reject an application for development on one site simply because fewer adverse impacts would result from developing similar infrastructure on another suitable site, and it should have regard as appropriate to the possibility that all suitable sites for energy infrastructure of the type proposed may be needed for future proposals*'.
- 6.8. Paragraph 4.2.13 of Draft NPS EN-1 similarly states that: "*the SoS should not refuse an application for development on one site simply because fewer adverse impacts would result from developing similar infrastructure on another suitable site*".
- 6.9. In view of the above, there is no general policy or requirement to provide consideration for alternative sites. However, there is a requirement to provide information for reasonable alternatives as required under the Environmental Impact Assessment (EIA) Regulations 2017, as set out below.
- 6.10. NPS EN-1 and Draft NPS EN-1 do, however, highlight that in addition to the requirement under the EIA Regulations, there are other specific legislative requirements and policy circumstances which require the consideration of alternatives.

- 6.11. There are policy requirements to consider alternatives where there are likely significant effects on biodiversity and geological conservation interests; where there is development in areas of flood risk; and where there is development within nationally designated landscapes (see sections 5.3, 5.7 and 5.9 of NPS EN-1 and 5.4, 5.8 and 5.10 of Draft NPS EN-1). Paragraph 4.4.3 of NPS EN-1 (paragraph 4.2.13 in the Draft NPS EN-1) states '*where there is a policy or legal requirement to consider alternatives the applicant should describe the alternatives considered in compliance with these requirements*'.

Legislation

- 6.12. Paragraph 2 of Schedule 4 of the Environmental Impact Assessment (EIA) Regulations requires '*A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects*'.
- 6.13. There is also a requirement under the Habitats Directive, as transposed into UK law by the Conservation of Habitats and Species Regulations 2017.

Applicant's Approach to Assessment

Approach to site selection and design

- 6.14. The applicant has submitted an 'Concept Design Parameters and Principles' as a submitted application document (Doc. Ref. EN010133/APP/C7.15). The document sets out the design parameters and principles by which the Scheme has been designed and the Environmental Impact Assessment has been undertaken. It will be secured by Requirement 5 in Schedule 2 to the draft DCO (dDCO) (Doc. Ref. EN010133/APP/C3.1_A) in order to prescribe the guiding design principles and parameters to inform the detailed design of the Scheme post DCO consent.
- 6.15. This Concept Design Parameters and Principles document defines the key design parameters which reflect the worst-case scenario adopted in the Environmental Impact Assessment that has been undertaken for the Scheme. As the detailed design of the Scheme will be in accordance with these assessed parameters, the conclusions of the Environmental Statement (ES) will be upheld.
- 6.16. The Concept Design Parameters and Principles have been set out in accordance with the description of the Works Numbers as set out in Schedule 1 to the Draft DCO. Where required, the document refers to other submitted DCO application documentation that will be secured by a Requirement in the Draft DCO (such as the Outline Construction Environmental Management Plan or Outline Landscape and Ecological Mitigation Plan). The outline management plans will set out further details of the design, parameters and mitigation measures that will be complied with as part of the construction, operation, maintenance and decommissioning of the Scheme.
- 6.17. For each component of the Scheme, the parameter has been defined by the following:
- Location – the location of the Scheme component within the Scheme as assessed within the ES;
 - Scale – either a minimum or maximum parameter which has been assessed in the ES; and
 - Design – relevant design parameter or principle which has been assessed in the ES.

Environmental Impact Assessment

- 6.18. Chapter 5: Alternatives and Design Evolution of the ES (Doc. Ref. EN010133/APP/C6.2.5) sets out the applicant's approach to the alternatives that were considered during the design of the Scheme, against the requirement to adhere to the legislative and policy requirements.
- 6.19. Section 5.5 of the Chapter 5 sets out the Applicant's approach to the selection of the Scheme's proposed location. This process and confirmation of its suitability when considered against potential alternative sites is summarised in the following sections and set out in detail in Appendix 5.1: Site Selection Assessment of this ES (Doc. Ref. EN010133/APP/C6.3.5.1).
- 6.20. Section 4 of the Appendix 5.1: Site Selection Assessment concludes the Applicant's assessment of the site selection.
- 6.21. The applicant adopted a five-stage site selection process, summarised as follows:

- Stage 1 – Identification of the Area of Search;
- Stage 2 – Exclusion of Planning, Environmental and Spatial Constraints;
- Stage 3 – Identifying Potential Solar Development Areas;
- Stage 4 – Evaluation of Potential Solar Development Areas (PDAs); and
- Stage 5 – Widening the Search to consider Grade 3 agricultural land.

Stage 1 – Identification of the Area of Search

- 6.22. The Applicant considered the key factors as important in choosing a site for solar development, these are set out in further detail below:
- Location of the site – irradiation (sunlight) levels and the topography of the land are key considerations in determining the location of solar development. As the whole of England is suitable for solar gains and therefore it was not considered that there are any restrictions on where developments should be.
 - Viable grid connection – it is important and practical for a scheme to have access to an existing grid connection.
 - Site Availability – it was considered that, for a grid connection of 600MW, a site size of approximately 1,300 ha (excluding cable route) was needed.
- 6.23. It is noted that the Applicant undertook discussions with National Grid in which they were notified of grid capacity at West Burton, Cottam, and High Marnham Power Stations. The available capacity at these site came about due to the closure of the coal fired power stations at these sites.
- 6.24. Due to the immediate availability of these Points of Connection (POCs), the Applicant did not consider any further alternative grid connection points. Through further discussion with National Grid on the Cottam POC, National Grid advised at that stage that a connection at Cottam would be preferred over connection at High Marnham because fewer upgrade works to National Grid's transmissions assets would be required at the POC and it would therefore be more straightforward, quicker to deliver and more economical. The Applicant therefore made a grid connection application to National Grid for connection at Cottam Power Station and an offer was made by National Grid for 600MW.
- 6.25. The Applicant also made an application for a grid connection at West Burton Power Station for 480MW, this is the subject of a separate DCO application.
- 6.26. As set out above, there is an assumption that to generate 600MW the site would need to be the size of approximately 1,300 ha (excluding cable route) was needed. This is based on a calculation that a land area of approximately 75ha of solar panels (100ha including landscaping and ecology mitigation land) is required to provide an NSIP solar scheme with a generating capacity of 50MW.
- 6.27. The Applicant generally seeks to find a site which is around 10% larger than is needed for the grid connection offer. This principle applies to solar projects within a generating capacity of under 50MW and NSIP scale solar projects. This larger site size allows flexibility for the accommodation of additional mitigation measures and other constraints that may become known through the design development process. It was considered that it would be highly unlikely that a single site of this size would be available within sufficient proximity to the Cottam POC.
- 6.28. In addition to the broad considerations set out above, an initial search area was identified at a 5km radius from the POC, however this was later expanded with the clear preference of identifying land as close to the POC as possible, the search area was enlarged incrementally until suitable options were found within a 20km radius which is considered by the Applicant to be a viable cable connection distance for a solar project of this scale.

Stage 2 – Exclusion of Planning, Environmental and Spatial Constraints

- 6.29. the mapping of planning, environmental and spatial constraints which have been identified through a review of relevant national planning policies. The constrained areas have been excluded from the area of search identified at Stage 1 and are therefore not considered as suitable locations for the Scheme. The following spatial constraints have been mapped and excluded from further consideration:
- Agricultural Land Classification and Land type;

- Designated international and national ecological and geological sites;
- Nationally designated landscapes; and
- Proximity to sensitive human receptors.

6.30. Following the initial assessment of the 5km search area using the above constraints, it became clear that sites outside of this area would need to be assessed as insufficient land was available. The study area was therefore increased to a 20km radius.

6.31. During the site selection process, the sources that were relied upon were data from the Natural England Agricultural Land Classification (ALC). The Natural England maps do not differentiate between grades 3a and 3b. Therefore, at Stage 2 all land in Grades 1, 2 and 3 was excluded and the focus was on trying to identify suitable sites within areas of Grade 4, 5 or unclassified land outside of other identified planning and environmental constraints.

Stage 3 – Identifying Potential Solar Development Areas

6.32. Stage 3 of the assessment then applied key operational criteria for large scale solar development – site size and land assembly; and site topography to further refine the unconstrained areas identified at Stage 2.

6.33. The Applicant's analysis regarding the minimum area for large scale solar to be economically viable identified a threshold of at least 40ha of contiguous land for an individual site. This is the minimum site size threshold considered by the Applicant to be viable to form part of a network of sites, making up an NSIP scale scheme, in close proximity covering an area of approximately 1300ha.

6.34. Individual site size and development area thresholds were identified by the Applicant following economic analysis of the MW output per hectare, taking into consideration infrastructure costs and the need for land to provide appropriate environmental mitigation. This resulted in a site threshold of 40 ha being applied. A smaller development area results in higher unit costs and an assessment was made as to the maximum cost and therefore minimum site area threshold that would be viable for the Scheme to hit the target financial metrics.

6.35. Topographical constraints were also identified and mapped with all land with a 3% or less gradient, which is considered to be very flat and optimal for solar generation, being considered as potential solar development areas.

6.36. Land remaining in the search area after Stage 2, operational criteria were applied. This included site size, land assembly, site topography, access requirements and availability of brownfield land. The output of Stage 3 was the identification land suitable for solar development.

6.37. The use of previously developed (brownfield) land, commercial rooftops and alternative locations proposed by consultees through the statutory consultation stage (as discussed above) were also considered. No brownfield land or commercial rooftops that meet the minimum individual site size threshold or the area of approximately 1300ha required for a network of sites in close proximity for the whole Scheme were identified within the 20km search area.

6.38. The Applicant provided a detailed explanation as to why commercial rooftops were not considered suitable, this includes: size of rooftops, multiple landowner issues.

Stage 4 – Evaluation of Potential Solar Development Areas (PDAs)

6.39. Stage 4 then assessed the five potential development areas (PDAs) which were identified in Stage 3. These areas were:

- PDA 1 Gainsborough/Laughton;
- PDA 2 RAF Scampton;
- PDA 3 West Lincoln/Thorpe on the Hill;
- PDA 4 Besthorpe; and
- PDA 5 Bothamsall.

6.40. Each PDA was evaluated against planning, environmental and other operational assessment indicators which were derived from national and local planning and environmental policy objectives and the operational requirements of the Scheme.

6.41. The indicators included biodiversity, landscape and visual amenity, cultural heritage, flood risk, land use, access for construction, as well as operational factors related to deliverability such as grid

connection feasibility, topography and shading to consider the suitability of these areas for large scale solar development.

- 6.42. Ultimately, following the evaluation stage, none of the PDA's on Grade 4 and 5 agricultural land and unclassified land proved suitable for development due to significant constraints being identified. These constraints include land use, ecological and landscape factors.
- 6.43. The assessment then proceeded to consider potential areas of Grade 3 Agricultural land. This is set out in Stage 5 below.

Stage 5 – Widening the Search to Consider Grade 3 Agricultural Land

- 6.44. Following the discounting of the PDA's on Grade 4 and 5 agricultural land and unclassified land, the site search focused on the areas of Grade 3 agricultural land within the 20km search area. Residual Grade 3 areas were identified following the exclusion of the same high-level constraints previously considered for the Grade 4,5 and unclassified land at stages 2 and 3 above.
- 6.45. Other proposed solar NSIP projects located on Grade 3 land within the 20km search area were discounted because they were not available to accommodate the Scheme as they were already being used by other schemes. These include West Burton Solar Project; Gate Burton Energy Park; and Tillbridge Solar.
- 6.46. Land agents were contacted regarding potentially willing landowners within the area. The availability of willing landowners is an important consideration because it is typical for the land to be leased rather than permanently acquired due to solar farms consisting of temporary structures. The land agents used their professional knowledge to provide details of potentially willing landowners with large scale landholdings within the 20km search area.
- 6.47. These were assessed against the same detailed range of planning, environmental and operational considerations used to assess the Stage 4 PDAs. Other Grade 3 land either did not have willing land owners; were smaller landholdings; or were subject to planning and environmental constraints. These plots were not investigated further.

Results of Assessment

- 6.48. The Applicant sets out the results of the assessment for each of the five PDAs identified on Grade 4 and 5 agricultural land and unclassified land, which were discounted as unsuitable following this process because they scored poorly in the assessment.
- 6.49. It then states that the results of the assessment of each PDA identified on Grade 3 land against the same planning, environmental and operational criteria. It also includes the Scheme which was identified at this stage as part of the Grade 3 land assessment.
- 6.50. Four PDA's are described and evaluated alongside the Scheme. Three of the PDAs performed worse than the Scheme location and one performed equally well. This was a site near to High Marnham Power Station where a grid connection was not offered by National Grid at the time of the site selection process as it was considered to be less favourable due to required upgrade works. These sites were therefore discounted in favour of the Scheme's location.
- 6.51. The specific Scheme Sites were chosen following the RAG assessment work (which considered a range of planning, environmental and operational criteria) and through discussion with the landowners regarding areas of their land holdings that they were prepared to allow solar development on. The Sites are within four land ownerships, and this small number of landowners is advantageous in terms of minimising project complexity, legal complexity and cost.
- 6.52. Detailed ALC surveys were undertaken and the initial red line boundary of the Scheme was reduced. This means that approximately 96% of the application is not located in land considered best and most versatile (BMV).
- 6.53. The Applicant has sought to exclude Grade 2 and 3a land from the Scheme so far as is practicable, and to keep good quality land in agricultural use. The BMV land that has been taken is justified by factors related to their location and context within the Scheme, the wider landholdings, and in relation to adjacent and surrounding land.

Alternative Technologies

- 6.54. Justification is proved as to why other types of low-carbon forms of electricity generation for utilising the existing Cottam Power Station POC.

Alternative Layouts for Solar Panel Areas

- 6.55. The layout of the solar panels was informed by implementing blanket parameters across the development site to ensure consistency of approach. Parameters such as offset distances were informed by the technical consultant team based on their professional judgement and previous experiences. Once applied, the remaining site area was designated the “developable area” for the solar array, inverters, substation, and access roads.

Alternative Substation Locations

- 6.56. The positioning of a substation within each of the Sites, and a main substation near to the point of connection, are requirements of the Scheme driven by electrical design. The main considerations were implemented as blanket parameters across the development site to ensure consistency of approach, however site-specific requirements – led by the substation size – were also included. Parameters such as offset distances were informed by the technical consultant team based on their professional judgement and previous experiences. Once applied, a RAG assessment was undertaken at each of the sites to determine the most suitable areas within the developable area for the positioning of the substations.

Alternative Cable Routes

- 6.57. The proposed Cable Route Corridor has been refined and reduced from that set out at earlier stages of the project.
- 6.58. Options for open trenching, moling, micro tunnelling and horizontal directional drilling (HDD) were explored for the watercourse crossings, with a technical preference for open trenching where possible, but HDD was eventually chosen as the best approach to minimise disturbance to habitat following further ecological survey work.

Impacts and Issues

Positive

- 6.59. The Scheme sought to exclude BMV land from the Scheme so far as is practicable.

Neutral

- 6.60. None.

Negative

- 6.61. The design of the Scheme does not seek to create a contiguous site and treats the ‘individual sites’ as ‘part of a network’. This suggests that the Scheme is considered a series of separate solar farms that connect together in order to connect to the Cottom POC.
- 6.62. A search area of 20km is considered significant. This is particularly large when considering the Gate Burton search area was only 8km and was considered the maximum viable distance for a new solar farm. This is because the further a solar farm is from the point of connection, the less efficient transmission to the grid becomes and the connection becomes significantly more costly.
- 6.63. The assessment does not consider construction access point via two-way highways to minimise ecological and traffic impacts.
- 6.64. The project has failed to avoid all BMV agricultural land. The lifespan of the project (40 years) is such that the impact will have the effect of being permanent. No evidence or basis upon which to proclaim that the land would be improved, or able to be used for agriculture post-decommissioning.
- 6.65. The assessment considers national landscape designations but does not appear to carry out a detailed assessment of the impact of local landscape character, including the impact on the designated Area Of Great Landscape Value (AGLV), and visual effects.
- 6.66. The use of construction access points from single lane minor roads despite also proposing two from two-way highways. The justification for the inclusion of these access points is not provided.
- 6.67. Lack of detailed consideration of cumulative transport impacts during the construction phase within the grid corridor. A commitment to work collaboratively is expressed, however it appears that limited consideration was given to the potential impact (5-7 years in sequence or 2-3 years concurrently) at the site selection stage.

7. Landscape and Visual Impact Assessment

Summary

7.1.1. The list below outlines the main points arising from the review of the Landscape and Visual Impact Assessment (LVIA) chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.8) for the Cottam Solar Project:

- [LV1] The Zone of Theoretical Visibility (ZTV) models use DTM supplemented with separately derived site data rather than Digital Surface Model (DSM) so there is potential for error.
- [LV2] There are a several impacts during construction and operation that are considered not significant or beneficial. This differs from the Gate Burton solar scheme which assesses the Scheme to have an adverse impact on the landscape despite having a smaller footprint than the Cottam scheme.
- [LV3] There is a limited assessment in relation to the impact on road users.
- [LV4] The Applicant assesses that there will be a negligible or beneficial cumulative impact to the landscape. This assessment is based on Cottam being constructed and in operation alongside the Gate Burton, Tillbridge and West Burton solar schemes mitigation during operation. However, at paragraph 18.7.112 of the Socio-economic chapters (Doc. Ref. EN010133/APP/C6.2.18) states that the Scheme will *'have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets'*. This contradicts the findings in the LVIA.
 - In addition to the above, the Gate Burton scheme has assessed a cumulative moderate adverse impact based on the same schemes. It is unclear how the Applicant has reached their conclusion, particularly as the landscape receptors are subdivided and an overall impact on the landscape does not appear to be forthcoming.
 - It is not understood how an argument can be made that the construction of extensive solar farm will lead to an 'improvement' in local or regional landscape character, involving the introduction of significant industrial elements (panels, substations and related infrastructure – security fencing/lighting etc). The assessment does not address the negative impact to landscape character that would occur from the introduction of these industrial elements ('detractors' when considering local landscape character).
- [LV5] In paragraph 8.5.3 of the LVIA chapter, the Applicant refers to Cottam 1 as *'a multiple collection of fields clustered within an area of countryside'*. Similar language on collection of fields is used for Cottam 3a. Whilst it is noted that the Alternatives and Design Evolution chapter explains the rationale for the site selection, the design of the Scheme seems sporadic and a piecemeal approach has been taken designing the Scheme.
- [LVIA 6] The Applicant's approach to using a 'network of sites' will result in each site requiring an electrical substation. This is recognised in the LVIA as having a likely significant in-combination landscape effects at the construction and operation (Year 1) stages for the substation generating stations at Cottam 1, West A, Cottam 1 West B, Cottam 2, Cottam 3a and 3b substation Sites. These effects would be Adverse with a Moderate significance of effect. The presence of the substations will remain evident in the landscape as a prominent feature due to its size, scale and discordant nature with the surrounding rural land use. If the Scheme's design was contiguous in nature, it is not believed that the need for several substations would be required, as demonstrated in the Gate Burton scheme.
- [LV7] Planting to integrate and screen the development may reduce visual impact, but this is unlikely to exclude all evidence of the development. Planting may help reinforce the woodland features of 'Wooded Vales', but the open nature of the wider agricultural

landscape is a key characteristic – extensive planting in areas that are otherwise open agricultural landscapes would not necessarily be in keeping and may obscure these views – as noted in the West Lindsey Landscape Character Assessment 1999.

- [LV8] The solar panels/arrays are clearly the most intrusive elements – it is accepted that the impact of the grid connection itself may be minimal if cables are buried and features re-established (hedgerows etc), but this planting will take time to establish – especially if it is re-disturbed by consecutive solar farms.
- [LV9] In terms of cumulative effects, the ES (EN010133-000250-C6.2.8 page 241 onwards) claims ‘Beneficial’ effects in relation to Contributors to Landscape Character – in relation to ‘Nationally and Locally Designated Landscape’ and ‘Ancient Woodlands and Natural Designations’ – but does not justify why these effects would be Beneficial (for both it states that impacts would be ‘Not Significant’).
- [LV10] In relation to treatment of the effects as ‘temporary’ it is worth noting that impacts will be of long-duration 40 years plus (which could be two generations). Although impacts may be reversible, they are not short-term.
- [LV11] The ES has considered Cumulative Effects – but appears to be on an incremental basis only – i.e. what difference would the Cottam proposal make in addition to the others. The cumulative figure included in the ES for Cottam below (Fig 8.15.2) shows that all 7 of the proposed solar farms considered would be seen in views from many locations along the cliff.
- [LV12] Neither this assessment nor others consider how many solar projects are ‘acceptable’ – or which combination of projects that would be acceptable would be the least damaging/intrusive re landscape character and views. Something that should be considered overall.

Policy Context

National Policy

- 7.2. National Policy Statement (NPS) EN-1 states that the ExA needs to consider the design of a scheme carefully. They should have regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.
- 7.3. For development in other areas, paragraph 5.9.15 of NPS EN-1 states that the ExA should ‘*judge whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits (including need) of the project*’.
- 7.4. Para 5.9.16 sets out that the ExA should ‘*consider whether any adverse impact is temporary, such as during construction, and/or whether any adverse impact on the landscape will be capable of being reversed in a timescale that the IPC considers reasonable*’.
- 7.5. The National Planning Policy Framework (NPPF) 2023 states that planning decisions should contribute to and enhance the natural and local environment. Paragraph 174(b) sets out the ways in which decisions should recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

Local Policy

Central Lincolnshire Local Plan (2023)

- 7.6. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 7.7. Policy S53 states all development must achieve high quality sustainable design which contributes positively to the local character and landscape. Development should
 - Be based on a sound understanding of the context, integrating into the surroundings and responding to local history, culture and heritage.
 - Relate well to the site.

- Protect any important local views into, out of or through the site.
- Reflect the identity of area and contribute to the sense of place.

7.8. Policy S62 (applies to western part of the Scheme) requires proposals within, or within the setting of, AGLV to:

- Conserve and enhance the qualities, character and distinctiveness of locally important landscapes.
- Protect, and where possible enhance, specific landscape, wildlife and historic features which contribute to local character and landscape quality.
- Maintain landscape quality and minimise adverse visual impacts through high quality building and landscape design.
- Demonstrate how proposals have responded positively to the landscape character in relation to siting, design, scale and massing and where appropriate have retained or enhanced important views, and natural, historic and cultural features of the landscape.
- Where appropriate, restore positive landscape character and quality.

Key Impacts

7.9. The Applicant has presented their findings on a site-by-site basis taking each of these individual contributors at the broad scale in turn, which are regional landscape character types (RLCTs) set out within the East Midlands Regional Landscape Character Assessment which are:

- RLCT 3a Floodplain Valleys;
- RLCT 4a Unwooded Vales; and
- RLCT 4b Wooded Vales.

7.10. The assessment has also provides a summary of the landscape effects of the individual contributors to the landscape baseline at a fine-grained scale and draws upon published information, desktop studies and fieldwork to identify the individual contributors to landscape character. These are assess under the following headings:

- Land Use;
- Topography and Watercourses;
- Communications and Infrastructure;
- Settlements, Industry, Commerce and Leisure;
- Public Rights of Way and Access;
- Nationally and Locally Designated Landscape;
- Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens; and
- Ancient Woodlands and Natural Designations.

7.11. This LIR will focus on the in-combination landscape and visual effects resulting from the combination of individual effects at Sites and the Cable Route Corridor and the combined effects of the Cumulative Sites.

Construction and Decommissioning

Positive

7.12. There are no positive impacts during construction.

Neutral

7.13. National Landscape Character Areas:

- These are not considered further within the LVIA Chapter as the assessment relies on the regional and local landscape character assessment as the baseline and to form judgements.

7.14. Regional Landscape Character Areas

- There are no likely significant in-combination landscape effects for the construction, operation (Year 1 and Year 15) and decommissioning stages of the Scheme.

7.15. Topography and Watercourses:

- There would not be the removal of, or changes in individual topography or watercourse elements or features of the landscape as a result of the combined effects of the four Site areas. However, the topography and watercourse features within these areas are influenced by the intensive farming that has diminished the 'sense of place' in parts including the drainage of flood plains and impact on the riparian vegetation and other habitats. Where watercourses survive, their associated vegetation helps to curtail visibility in this area. Public access is also limited to these features. This aesthetic would not be changed. The difference in effect shows there are very minor patches of in-combination change but that would yield no discernible improvement or deterioration to the existing landscape character of the topography and watercourses.

7.16. Nationally and Locally Designated Landscapes:

- The landscape is shaped by the striking differences where there is a marked contrast between the locally designated Areas of Great Landscape Value (AGLV) being AGLV1- The Ridge, AGLV2 – Gainsborough and AGLV3 – Laughton Wood. With AGLV 1, the steep minor lanes that descend from the ridge-top route of the B1398 offer valuable views over the Till Vale from The Ridge.

7.17. Combined Effects of Four Site Areas [Landscape]

- There are no likely significant in-combination landscape effects.

Negative

7.18. Combined Effects of the Generating Substations [Visual]:

- With the Viewpoint Receptors (Doc. Ref. EN010133/APP/C6.3.8.3.2.3) there is potential for likely Significant visual effects at the construction stage, in combination with noise and dust effects. The construction activities would be short-lived but would be a dominant feature in the context of these viewpoints. Effects would be Moderate, Moderate-Major and Major and would be Adverse, but of a short-term duration.
- With the Residential Receptors, Appendix 8.3.3.2 [EN010133/APP/C6.3.8.3.2.3] shows that there is potential for likely Significant visual effects at the construction stage, in combination with noise and dust effects. These effects apply to Receptors R33, R36, R61, R62, R63A, R63B, R67 and R73. Effects would be Moderate-Major and would be Adverse, but of a short-term duration.
- With the Transport Receptors, Appendix 8.3.4.2 [EN010133/APP/C6.3.8.3.4.2] shows there is potential for likely Significant visual effects at the construction stage, in combination with noise and dust effects. These effects apply to Receptors T016, T019, T021, T040, T045, T072, T074, T099, T110, T119, T120, T122, T127 and T163. Effects would be Moderate and Moderate-Major and would be Adverse, but of a short-term duration.
- With the PRoW Receptors, Appendix 8.3.5.2 [EN010133/APP/C6.3.8.3.5.2] shows there is potential for likely Significant visual effects at the construction stage, in combination with noise and dust effects. These effects apply to Receptors Fill/86/1, Fill/767/1, Pilh/20/1, Stow/83/1 and TFL/31/2. Effects would be Moderate-Major and would be Adverse, but of a short-term duration.

7.19. Combined Effects of Individual Assessment Topics – Cultural Heritage [Visual]:

- With the Viewpoint Receptors, Appendix 8.4.3 [C6.8.3.4.3] shows there is overlap with the Cultural Heritage Topic Area and there is potential likely Significant visual effects in combination with effects to cultural heritage receptors at the construction stage from Viewpoints VP06 and LCC-C-J. Effects would be Moderate-Major and Major and would be Adverse at both the construction and operation (year 1) stages and so the implications on landscape mitigation are taken into specific consideration at these viewpoints.

7.20. Combination of Different Works of the Scheme [Visual]

- With Viewpoint Receptors, Appendix 8.3.2.3 [EN010133/APP/C6.3.8.3.2.3] shows that there is potential for likely Significant visual effects at the construction stage and this is taken into account with other works comprising the Scheme. There are Viewpoints within the 2km Study Area of the substation Sites that are likely to experience some minor changes in the wider landscape at the construction stage as a result of construction traffic, minor noise and disturbance. The following viewpoints would be potentially affected at the construction and operation (Year 1) stages and experience views of the substation resulting in Moderate-Major and Major effects that would be Adverse.

Operational

Positive

7.21. Topography and Watercourses:

- During the Operation Stage (Year 15) the difference in effect for the combined effects of the four Sites would be Minor (Not Significant), since there would be some change to a landscape of medium sensitivity, affecting some key characteristics and the overall impression of its character, but with a Beneficial type of effect as a result of the proposed landscape mitigation measures.

Neutral

7.22. National Landscape Character Areas:

- These are not considered further within the LVIA Chapter as the assessment relies on the regional and local landscape character assessment as the baseline and to form judgements.

7.23. Regional Landscape Character Areas

- There are no likely significant in-combination landscape effects for the construction, operation (Year 1 and Year 15) and decommissioning stages of the Scheme.

Negative

7.24. Combined Effects of the Generating Substations [Landscape]:

- There are likely significant in-combination landscape effects at the construction and operation (Year 1) stages for the substation generating stations at Cottam 1, West A, Cottam 1 West B, Cottam 2, Cottam 3a and 3b substation Sites. These effects would be Adverse with a Moderate significance of effect.

Cumulative Impacts

7.25. The Applicant has assessed that the cumulative effects of the proposed solar farms within the vicinity of the Scheme, this includes Bumble Bee Farm, Field Farm, Gate Burton, High Marnham, Tillbridge and West Burton.

7.26. The Applicant does not consider that there are any negative impacts on a cumulative scale and there would be an overall

Positive

7.27. There would not be the removal of, or changes in individual topography or watercourse elements or features of the landscape as a result of the addition of the Scheme with the Cumulative Developments. However, the topography and watercourse features within these areas are influenced by the intensive farming that has diminished the 'sense of place' in parts including the drainage of flood plains and impact on the riparian vegetation and other habitats.

7.28. There would not be the removal of, or changes in individual Ancient Woodlands and Natural Designations features of the landscape as a result of the addition of the Scheme with the Cumulative Developments.

Neutral

7.29. There is potential for cumulative landscape effects on the landscape character within RLCT 3a Floodplain Valleys. The Floodplain Valleys extend into the area/areas identified for the Cable Route

Corridor (Cottam 1 to Cottam Power Station) and 0.5km from the outer boundary. The Floodplain Valleys mainly occur to the west of a group of settlements that extend from Gainsborough and include Lea, Knaith, Gate Burton, Marton, Brampton and Torksey. The difference in effect between the addition of the Scheme to the cumulative baseline is very low for the Cumulative Developments because there are very minor patches of cumulative change that would yield no discernible improvement or deterioration to the existing landscape character.

- 7.30. There is potential for cumulative landscape effects on the landscape character within RLCT 4a Unwooded Vales (East Midlands). The Unwooded Vales extend into the area/areas identified for the Cable Route Corridor (Cottam 1 to Cottam Power Station), the Cable Route Corridor (Cottam 1 to Cottam 2), the Cable Route Corridor (Cottam 2 to Cottam 3a and 3b) and the Cottam 1, Cottam 2 and Cottam 3a and 3b Sites. The difference in effect between the addition of the Scheme to the cumulative baseline is low for the Cumulative Developments during the construction and operation (Year 1) stages, because there are very minor patches of small cumulative change to a widespread area of medium sensitivity, affecting few characteristics without altering the overall impression of its character.
- 7.31. There is potential for cumulative landscape effects on the landscape character within RLCT 4b Wooded Vales (East Midlands). The Wooded Valles extend into the western section of the 2km Study Area and shares a boundary with the 'Built Up Area' that extends eastwards from Gainsborough towards Blyton following the main transport route of the A159 (Thonock Road). The difference in effect between the addition of the Scheme to the cumulative baseline is Very Low for the Cumulative Developments because there are very minor patches of cumulative change that would yield no discernible improvement or deterioration to the existing landscape character.
- 7.32. There would not be the removal of, or major and permanent changes in individual communications and infrastructure elements or features of the landscape as a result of the addition of the Scheme with the Cumulative Developments. However, the landscape is shaped by the wide range of local and strategic road networks, which make one landscape type or area different from another. The strategic major road network is defined by important historic routes and in contrast, the east west minor road network links several historic and distinctive smaller string of settlements across the area. Overall, the prevailing road network is formed by narrow lanes that are often tranquil and hedged to both sides with wide grassed verges, and this aesthetic would be changed, but the change to the fabric of the landscape and improvements to the landscape character of the local road network through the introduction of planting as landscape mitigation within the Sites will bring about improvements to overall landscape quality of the area. The difference in effect between the addition of the Cumulative Developments to the cumulative baseline of the Scheme is Very Low because there are very minor patches of cumulative change that would yield no discernible improvement or deterioration to the existing landscape character. The significance of effect would be Negligible (Not Significant) during the construction, operation (Year 1) and decommissioning stages. During the Operation Stage (Year 15) the difference in effect for the Cumulative Developments would be Minor (Not Significant), since there would be a small and limited change to a landscape of medium sensitivity, affecting some key characteristics and the overall impression of its character with a Neutral type of effect.
- 7.33. There would not be the removal of, or changes in, individual settlements, industry, commerce, and leisure elements or features of the landscape as a result of the addition of the Scheme with the Cumulative Developments. The nature of the predominantly rural and sparsely settled wider area with small villages and dispersed farms linked by quiet rural lanes, contrasting with the busy city of Lincoln and town of Gainsborough, is the main spatial function of the landscape. This spatial function is tempered by the villages that have a broad landscape setting and the sequence of views towards churches, which is an important feature along with the other long views across the landscape. The difference in effect between the addition of the Cumulative Developments to the cumulative baseline of the Scheme is very low because there are minor patches of small cumulative change to a limited area of medium sensitivity, affecting some characteristics without altering the overall impression of its character. The significance of effect would be Negligible (Not Significant) during the construction, operation (Year 1) and decommissioning stages of the Scheme. During the Operation Stage (Year 15), the difference in effect for the Cumulative Sites would be Minor (Not Significant), since there would be a small change to a landscape of medium sensitivity, affecting some key characteristics without altering the overall impression of its character with a Neutral type of effect.

- 7.34. There would not be the removal of, or changes in, individual Public Rights of Way features of the landscape as a result of the addition of the Scheme with the Cumulative Developments. The landscape is shaped by the network of footpaths and bridleways that offer a sequence of views to landmark churches, particularly along the B1241. Some views from the footpaths also offer westward views to the power stations on the Trent, and eastward views to the scarp face of Lincoln 'Cliff'. This sequence of views relies on the wider landscape setting of the minor roads that lead across this area as access for recreation. The PRow network is often confined to the settlement edges where the woodland and tree cover closes down views of this broad landscape setting where the sequence of views is often lost due to tree cover. The views of the wider landscape are therefore mainly experienced from the road network, whereas appreciation of the landscape from the PRow network is confined to select locations that are often around the edges of settlements. These relevant characteristics of the landscape have some ability to accommodate change with key beneficial effects and tertiary mitigation shows there is scope to bring forward improvements as part of the PRow network. The difference in effect between the addition of the Cumulative Developments to the cumulative baseline of the Scheme is Low and Very Low because there are very minor patches of cumulative change that would yield no discernible improvement or deterioration to the existing landscape character. The significance of effect would be Low (Not Significant) during the construction and operation (Year 1) stages of the Scheme. During the Operation Stage (Year 15), the difference in effect for the Cumulative Developments would be Negligible (Not Significant), since there would be a noticeable change to a landscape of high and medium to high sensitivity, affecting some key characteristics, and the overall impression of its character with a Neutral type of effect.
- 7.35. There would not be the removal of, or changes in, individual Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens features of the landscape as a result of the addition of the Scheme with the Cumulative Developments. Overall, the landscape is shaped by the ancient enclosures and their contrast with the modern fields and planned enclosures that have a strong east to west orientation. The road network also reflects this pattern where Till Bridge Lane follows the course of a Roman road from Ermine Street on the top of the cliff to the former river crossing on the Trent. The wider landscape is typified by the central settlement line that broadly follows the 20m contour of the scarp and ridge. Gainsborough also includes a large deer park and its wooded setting to the north-east is a key feature. The ancient enclosures and deserted villages and their contrast with the modern fields and planned enclosures are also a key feature. The wider landscape is typified by the historic evidence of the Roman period, with the network of long straight roads, in particular Ermine Street which links Lincoln to the crossing point of the Humber. The spatial fabric of the landscape is also provided by the large-scale limestone plateau and its west facing scarp known as the 'Cliff', which features as a backdrop in many views across the area. The difference in effect between the addition of the Cumulative Developments to the cumulative baseline of the Scheme is Low and Very Low because a barely perceptible extent of landscape features and elements of importance to the baseline Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens would be affected. The significance of effect would be Negligible (Not Significant) during the construction and operation (Year 1) stages. During the Operation Stage (Year 15) the difference in effect for the Cumulative Developments would be Minor (Not Significant), since there would be a noticeable, but minor, change to a landscape of high and medium to high sensitivity, affecting some key characteristics and the overall impression of its character with a Neutral type of effect.
- 7.36. In summary, it has been assessed that there would be neutral impact on the following landscape receptors:
- Land use;
 - Communications and Infrastructure;
 - Settlements, Industry, Commerce and Leisure;
 - Public Rights of Way and Access;
 - Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens;

Requirements

Requirement 5 – Detailed design approval

- 7.37. This requirement stipulates the details that must be submitted to and approved by the Relevant Planning Authority before the authorised development may commence. The details submitted must be in accordance with the concept design parameters and principles (CDPP).

Requirement 7 – Landscape and ecological management plan

- 7.38. The LEMP will be substantially in accordance with the OLEMP.
- 7.39. The overall objective of the landscape design is to integrate the Scheme into its landscape setting and avoid or minimise adverse landscape and visual effects as far as practicable. Despite this claim, the Landscape and Visual chapter of the ES states the scheme would result in major and moderate impacts on the landscape.

Requirement 10 – Fencing and other means of enclosure

- 7.40. The undertaker is required to obtain the written approval from the relevant planning authority for any proposed temporary or permanent fences, walls or other means of enclosure, for each part in question. The written details of permanent fencing must be substantially in accordance with the relevant CDPP.

Requirement 13 – Construction environmental management plan

- 7.41. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 7.42. The Outline Landscape and Ecological Management Plan (OLEMP) (Doc. Ref. EN010133/APP/C7.3) accompanies the Application and sets out the measures proposed to mitigate the potential impacts and effects on landscape (and ecological) features, and to enhance the landscape and biodiversity value of the Sites (i.e. the Green Infrastructure). The Landscape and Ecological Management Plan (LEMP), which takes into account and is prepared in accordance with the principles of the OLEMP, will be submitted to and approved by the relevant planning authority or authorities pursuant to a Requirement under the DCO.

Requirement 14 – Operational environmental management plan

- 7.43. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 7.44. The OLEMP (Doc. Ref. EN010133/APP/C7.3) sets out the measures proposed to mitigate the potential impacts and effects on landscape (and biodiversity) features, and to enhance the landscape and biodiversity value of the Order limits (i.e. the Green Infrastructure). A detailed LEMP will be prepared in accordance with the principles of the OLEMP and will be submitted to and approved by the relevant planning authority or authorities. This will include measures to ensure landscape mitigation and enhancements are established and maintained into and throughout the operational phase. No visible lighting will be utilised at the Order limits perimeter.

Requirement 21 – Decommissioning and restoration

- 7.45. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.

8. Ecology and Biodiversity

Summary

- 8.1.1. The list below outlines the main points arising from the review of the Ecology and Biodiversity chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.9) for the Cottam Solar Project.
- [EC1] The assessment does not appear to include any consideration of combustion emissions from on-site plant or transport to the site. If this has been scoped out, it would be helpful to state this explicitly.
 - [EC2] Scoping Opinion, item ID 2.2.1 indicates that the applicant should include decommissioning of West Burton A in the ES cumulative assessment, but this does not seem to be included in Chapter 9 Section 9.9
 - [EC3] Chapter 9 paragraph 9.7.82 (and Table 9.3) a beneficial effect significant at a district level for grassland is welcome. However, it is unclear whether the information provided in this chapter or APP/C7.3: Landscape and Ecological Management Plan: Outline Plan contains sufficient secured detail to support this conclusion at this stage. It is recommended that West Lindsey council should request further information to substantiate this claim as part of the written representation.
 - [EC4] Chapter 9 para 9.9.19: 'However, there is the potential for increased temporary, but medium/long term fragmentation or disturbance effects on species like bats, badgers, hedgehogs, reptiles, amphibians and harvest mice which utilise field margins especially.' This sentence is unclear, more description is required as to whether a cumulative significant effect could result.
 - [EC5] The Outline LEMP (APP/C7.3: Landscape and Ecological Management Plan: Outline Plan) contains a number of important measures that are relied on for the conclusions in Chapter 9. However, in places these measures lack confirmed detail. Further detail to confirm that these measures will be secured is required in order to fully support the conclusions in the Chapter.
 - [EC6] Overall the conclusions as presented in App/C7.20 - Information to Support a Habitat Regulations Assessment: Cottam Solar Project (the 'ISHRA') seem reasonable. However, the report lacks the detail and does not appear to follow a systematic approach to assessment so there is a possibility that some effect pathways have been overlooked.
 - [EC7] Pins Advice Note 10: Habitats Regulation Assessment relevant to nationally significant infrastructure projects contains a list of information that Applicants should provide. There are elements missing from the Habitat Regulations Report submitted as part of this Scheme.
 - [EC8] ISHRA para 3.4.2 - In the Planning Inspectorate Scoping Opinion for this project, item ID 2.2.1 indicates that the applicant should include decommissioning of West Burton A in the ES cumulative assessment. It should also be included in the HRA in-combination assessment and considered in section 5.
 - [EC9] ISHRA para 4.1.1 Is misleading in respect to Ramsar sites. There is the potential for the Ramsar Sites to have been overlooked by this assessment.
 - [EC10] The Applicant's assessment is based primarily on the assumed knowledge of the other solar schemes in the West Lindsey District. Whilst it is understood that the Applicant may not have had access to the data of the other schemes when producing the ES, the Gate Burton and West Burton schemes are both in the examination process and therefore have published all their information.

- [EC11] The Applicant has based the Shared Cable Route Corridor on a construction programme taking 18 months in the Ecology and Biodiversity chapter. This differs from the Gate Burton scheme which accounts for a 24-36 month construction period. This would also circumvent the BNG guidelines which stipulate that 'temporary loss' of habitat is only when this cannot be restored (in full) to baseline condition within 2 years. If the cable route were to take longer than this then it is expected that the BNG calculations should be revisited.

Policy Context

National Policy

- 8.2. Section 5.3 of NPS (EN-1) states that '*development should aim to avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives (...); where significant harm cannot be avoided, then appropriate compensation measures should be sought*'.
- 8.3. NPS (EN-1) notes (see paragraph 5.3.13) that due consideration should also be given to regional and local biodiversity and geological designations this is because these sites have a fundamental role to play in meeting overall national biodiversity targets; contributing to the quality of life and the well-being of the community; and in supporting research and education.
- 8.4. The draft NPS (EN-3) also highlight that solar farms have the potential to increase the biodiversity value of a site, especially if the land was previously intensively managed. In some instances, this can result in significant benefits and enhancements beyond Biodiversity Net Gain, which result in wider environmental gains which is encouraged.

Local Policy

- 8.5. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 8.6. Policy S14: Renewable Energy states that proposals for ground based photovoltaics should be accompanied by evidence demonstrating how opportunities for delivering biodiversity net gain will be maximised in the scheme taking account of soil, natural features, existing habitats, and planting proposals accompanying the scheme to create new habitats linking into the nature recovery strategy.
- 8.7. Policy S59: Green and Blue Infrastructure Network sets out where new green infrastructure is proposed, the design and layout should take opportunities to deliver biodiversity net gain and support ecosystem services.
- 8.8. Policy S60: Protecting Biodiversity and Geodiversity requires development proposals will be considered in the context of the relevant Local Authority's duty to promote the protection and recovery of priority species and habitats. If the proposals do cause adverse impacts, then the benefit of the scheme will need to provide benefits that clearly outweigh the harms. Development will only be supported where the proposed measures for mitigation and/or compensation along with details of net gain are acceptable. All development will also need to meet the following tests:
- Protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance.
 - Minimise impacts on biodiversity and features of geodiversity value.
 - Deliver measurable and proportionate net gains in biodiversity.
 - Protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat.
- 8.9. If the above tests cannot be met, development will be refused.
- 8.10. Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains requires development to deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using Natural England's Biodiversity Metric.
- 8.11. Policy S66: Trees, Woodland and Hedgerows requires proposals to provide evidence that they have been subject to adequate consideration of the impact of the development on any existing trees and

woodland. New developments will also be expected to retain existing hedgerows where appropriate and integrate them fully into the design having regard to their management requirements.

Key Impacts

8.12. The following impacts assessed in Chapter 8: Ecology and Nature Conservation.

Construction

Positive

8.13. There are no positive impacts identified.

Neutral

- 8.14. The proposed development does not trigger any of Natural England's Impact Risk Zones for the SSSIs and, therefore, it is reasonable to assume that this is the case for the LWSs and LNR, in the absence of any formal risk zone given for them.
- 8.15. None of the habitats for which the species the designated sites are notified are present within Cottam 3a or 3b, such as heathland, woodland or acid grassland supporting woodlark and nightjar. The absence of strong habitat corridors between the designated sites and Cottam 3a or 3b also reduces the likelihood that any of the reptiles or invertebrate species listed under the designations would rely on or disperse onto/via the Scheme.
- 8.16. These reasons, in conjunction with the nature of the development, being self-contained and largely passive for its duration, means it is unlikely that any impacts on the designated sites will arise.
- 8.17. No direct loss of woodland is anticipated in relation to the array Site construction, as all access and construction activity will avoid the few woodland habitats which occur adjacent to them.
- 8.18. The potential for loss of hedgerows and trees to the construction of the array Sites is very limited as the design process has continuously sought to refine down the number of new crossings or gaps required in existing field boundaries. A totals 12 new hedgerow gaps, with 10 associated ditch crossings. These gaps will measure between 3-6.5m wide. In the context of the Scheme's hedgerow network which comprises approximately 65km within the Sites, such losses are proportionately extremely small.

Negative

- 8.19. These 12 designated sites are all located within 5km north of Cottam 3a and Cottam 3b and all are associated with an area of mostly post-WWII plantation woodland to the north and west of the village of Laughton. There is a low possibility of pollution events impacting the sites due to Cottam 3a lying partially within the Laughton Common SSSI surface water catchment. Sediments or contaminants may be discharged accidentally into watercourses during construction, for example. However, it is noted that the streams and ditches associated with Cottam 3a all drain into the Northorpe Beck and, thereafter, the River Eau, which are downstream of the watercourses within Laughton Common SSSI.
- 8.20. Coates Wetland LWS and Trent Port Wetland LWS are located close to the Shared Cable Corridor, where multiple cables from this and other proposed solar energy projects may be sited, there is the possibility that prolonged trench opening or reopening work (depending on the timing and opportunity for co-ordination of cable installation) may exacerbate any such indirect fragmentation, as well as the potential for indirect degradation through pollution events.
- 8.21. A total length of between approximately 180 and 420m of hedgerow may be affected by the cabling works.
- 8.22. Accidental damage or pollution events during construction could degrade the hedgerow and watercourse network and woodland edges leading to localised, temporary adverse reductions in habitat quality for foraging bats.
- 8.23. Many trees with bat roosting potential were recorded on Site within hedgerows. Any deliberate or accidental loss of trees capable of supporting roosting bats, could result in direct harm, population fragmentation and habitat degradation.
- 8.24. The effects of the installation of solar panels on bat activity and the activity of their prey is largely unknown, as highlighted by Natural England in their 2016 evidence review of the impact of solar

farms on birds, bats and general ecology. However, a recent study into this concluded no significant differences in bat abundance between the centre and edges of fields containing solar arrays. Some concern has previously been raised that the presence of solar panels may have adverse impacts on bats when echolocating, for instance by confusing solar panels for waterbodies, from which bats both glean insects and drink.

- 8.25. Otters and water voles may be impacted through direct harm (to animals or their burrows) or disturbance during any construction activity affecting boundary habitats (ditches, watercourses and associated adjacent scrub, hedgerows or woodland). This is considered more likely where carried out in relation to rivers or significant watercourses and ditches, rather than smaller ditches. Cable installation works will also require the incursion into approximately 50 ditches which has the potential to cause direct harm to water voles and otters.
- 8.26. Impacts upon reptiles might comprise direct harm, habitat degradation and habitat loss during clearance of hedgerows or other field boundary habitats required for permanent/temporary construction and maintenance access or cable trenching. Where limited numbers of breaches for Site access are required, some minor habitat loss can be expected, although the distances involved (3-6.5m) are not considered to be a significant barrier to dispersal. During cable installation, habitat reinstatement will follow immediately after completion of trenching in each location, therefore impacts on connectivity are considered to be temporary and short-term.
- 8.27. There is the potential for accidental mortality to ground nesting birds during site clearance or preparation procedures at the onset of construction, for both the array and cable routes.
- 8.28. Nesting sites of all birds are capable of being harmed by certain habitat clearance activities, either to facilitate access onto the array Sites or cabling works. Accidental damage to nesting habitat, or degradation through pollution events would be avoided through the adoption of protective buffer zones from the onset of construction.
- 8.29. Minor losses of hedgerow habitat at the array sites are not considered to cause a cumulative impact on the birds which use them as losses are limited to 3-6.5m lengths and represent a fraction of the total hedgerow network available.
- 8.30. During construction works, if deep trenches are left open overnight or high voltage machinery is present, there may be potential for incidental injury or mortality to badgers exploring the site during the night.
- 8.31. Although none have been observed to date, invasive non-native species may be caused to spread through works associated with ditches and crossing thereof, or during any necessary works to clear habitats. Non-native plant species are considered most likely to occur at field boundaries and in habitats associated with watercourses.

Operational

Positive

- 8.32. Water quality can be expected to significantly increase post-development due to the anticipated reversion to permanent grassland under the array (reduced sediment run-off) and cessation of application of fertilisers and pesticides.

Neutral

- 8.33. Of the sites located within 5km north of Cottam 3a and Cottam 3b, it is considered unlikely that any impacts beyond the low possibility of contamination or sediment mobilization occurring.
- 8.34. Impacts on reptiles and amphibians during the operation of the Scheme are likely to be minimal, considering the adoption of ecological buffer zones and the restriction of development and vehicle movement to outside of these, save for habitat management operations.
- 8.35. Owing to the use of development free buffer zones from the onset of construction, it is considered unlikely that the habitats within which breeding birds nest will be degraded through the presence of the adjacent arrays.
- 8.36. Perimeter fencing is not considered to be a barrier to badger movement given their propensity for digging (the fencing will not be buried).
- 8.37. Should invasive species be present, operational phase impacts are considered unlikely due to the buffering of peripheral habitats included within the Scheme.

Negative

- 8.38. The loss of habitats remains a negative impact, however the provided mitigation and BNG are delivered and maintained, these impacts will be addressed.

Decommissioning

- 8.39. Activities relating to the removal of solar panel frames, underground cabling, substations and concrete footings, access and energy storage would be expected to have similar (or no worse) direct effects as those described in the construction phase impacts for each receptor. Comparable levels of disturbance from movement of vehicles and personnel would be expected.

Positive

- 8.40. The restoration of the land back to open arable farmland would likely be beneficial for some species of farmland bird which require open sightlines, as well as for plant species associated with arable margins.

Neutral

- 8.41. Depending on the ecological value of the habitats that develop over the lifespan of the scheme, it is realistic that certain areas of the site may be retained due to their value for wildlife on decommissioning.

Negative

- 8.42. Much of the biodiversity value which it is anticipated will develop in the preceding (approximately) forty years would be lost along with habitat for a variety of other species. In order to revert back to arable food production, it may be necessary to enhance the nutrient content of the soil if it has been depleted, which would likely be achieved through treatment with fertilisers, although it is believed that this is highly unlikely and an increase in soil fertility is likely to arise.
- 8.43. An increase in the use of pesticides and herbicides would also be expected. The decision on the farming type to be used will be made by the landowner prior to decommissioning.
- 8.44. Based upon current (2022) legislative protection, protected species which could be directly impacted by decommissioning activities would include badgers, water vole, otter, great crested newts, reptiles (grass snake) and breeding birds. Further surveys to identify the use of the site by these receptors would therefore also be expected as a minimum.

Cumulative Impacts

- 8.45. Cumulative effects arising from the combined impacts of similar or large-scale development in proximity to the Scheme, this included: Gate Burton Energy Park; Tillbridge Solar; and the West Burton Solar Project. The cumulative assessment also looks at the Scheme's Cable Route Corridor and the cumulative effects from the possible sequential or simultaneous installation processes which may transpire in the event that two or three of these projects gain consent.

Positive

- 8.46. Effects from the Scheme on bats are likely to be neutral to moderately beneficial. Because of this, cumulative effects of these three projects with the Scheme are unlikely, although each project might cause its own adverse effects individually (unclear at this stage from review of available documents).
- 8.47. Given the moderate beneficial effects of the Scheme on reptiles and amphibians, and the likelihood that hedgerow habitats will be preserved within the three projects, no adverse cumulative impacts are anticipated. Depending on habitat retention, creation and management prescriptions to be implemented within them, a moderate cumulative beneficial effect potentially significant at a District level could occur.

Neutral

- 8.48. As most of the designated sites which were at risk of significant impacts from the Scheme were located substantially distant from the other three solar proposals, no cumulative impacts were considered likely to occur. Therefore, all neutral residual effects are likely to remain as such.

- 8.49. It is understood that the Gate Burton and West Burton solar proposals will retain and protect boundary habitats and all other habitats of ecological value. It is also assumed that attempts will be made to minimise the loss of hedgerow and incursions/culverting of ditches and watercourses wherever possible. The nature of solar schemes is to occupy field centres, and the pervasive land use in this area is arable/cereal farming. It is presumed that buffer zones protecting marginal habitats will be instigated in all cases. Furthermore, as residual effects from the Scheme on valued habitats are neutral, it is considered unlikely that an elevation to an adverse effect would occur in combination with these projects.
- 8.50. When referring to otters and water vole, the Scheme and Gate Burton Energy Park are relatively unlinked, hydrologically, meaning dispersal by these species between it and the Scheme is less likely. The West Burton Solar Project shares a hydrological link via the River Till. It is unknown how linked Tillbridge Solar will be, but Cottam 2 is located relatively close by. As effects from the Scheme are neutral to minor beneficial, it is considered unlikely that cumulative effects on these species would occur, but this is provided that they will retain boundary features, including ditches and watercourses, and minimise direct impacts upon them as far as possible.
- 8.51. Given the neutral to minor beneficial effects of the Scheme on Polecat, Hedgehog, Brown Hare, and the likelihood that hedgerow habitats will be preserved within the three projects, no cumulative effects are anticipated.
- 8.52. Given the retention and protection of watercourses and marginal habitat with the Scheme, no adverse cumulative impacts are considered likely on invertebrate and freshwater fish. There is the potential for a cumulative beneficial effect from the projects, should they also focus on the creation of a range of diverse grassland habitats within and outside of panelled areas.
- 8.53. As no invasive species were recorded within the Scheme, no cumulative effects are considered likely.
- 8.54. Several designated sites were located close to the Shared Cable Route Corridor, particularly Coates Wetland LWS, Trent Port Wetland LWS (which occur close to the proposed River Trent crossing point) and Cow Pasture Lane Drains LWS. It is proposed that these sites are protected through the use of Horizontal Directional Drilling. In which case, a simultaneous or sequential cable installation programme should not cause any cumulative impacts.
- 8.55. An 18 month cable works programme for the simultaneous installation option would enable habitats removed/disturbed by the works to be reinstated in reasonable time, as assessed above in this Chapter. None of the habitats recorded within the field surveys were of such value as to mean they could not withstand some temporary loss from a working width, or that wider effects would be caused.
- Negative**
- 8.56. As the three projects are highly likely to replace the arable habitats with grassland, there is the potential for a cumulative impact on harvest mice which typically rely on tall, tussocky grassland as well as arable crops. Depending on the degree of marginal habitat retention and tussocky grassland creation, a minor cumulative adverse effect operating at a Local or District scale may be caused.
- 8.57. Ground nesting birds are likely to be affected through displacement by each of the proposed projects given the incompatibility of solar hardware with the necessary long, unbroken sightlines required by these species for predator avoidance when nesting. The degree of adverse impact depends on the level of mitigation each Scheme is able to provide. It is understood that the West Burton Solar Project is to provide in the region of 100ha of land suitable for ground nesting birds within its Order Limits which will significantly reduce adverse impacts. At this point, it is not known what mitigation will be provided for ground nesting birds at the other two projects. Consequently, it is likely that a moderate cumulative adverse effect on skylark at potentially a District level may occur. Similar effects on yellow wagtail, grey partridge and quail may also occur.
- 8.58. As flocks of many overwintering bird species rely on open habitats when foraging, it is unlikely that impacts on these species will be neutral or beneficial at the three projects, provided that these species occur at them. Consequently, given their proximity to the Scheme, a cumulative adverse effect at Local scale is possible.
- 8.59. A sequential programme over five years would be expected to give rise to a cumulative adverse effect, considering the need for the compounds, jointing bays, haul routes etc to remain in place for five years. Although, the trenching works could be completed and remediated as a priority given

that cable pulling could be carried out at any time once the ducts are installed. This would minimise the number of hedgerow incursions which would need to remain in place, limiting them to haul route gaps only. Consequently, the sequential programme would have greatest impact on hedgerow habitat, followed by grasslands including semi-improved grassland and lowland floodplain grassland.

Requirements

Requirement 7 - Landscape and Ecological Management Plan

- 8.60. This requirement stipulates that no part of the authorised development may commence until a written landscape and ecological mitigation plan (substantially in accordance with the outline landscape and ecological mitigation plan) has been submitted to and approved by the relevant planning authority. The landscape and ecological mitigation plan must be implemented as approved.

Requirement 8 – Ecological protection and mitigation strategy

- 8.61. This requirement stipulates that no part of the authorised development may commence until a written ecological protection and mitigation strategy (substantially in accordance with the outline ecological protection and mitigation strategy) has been submitted to and approved by the relevant planning authority. The ecological protection and mitigation strategy must be implemented as approved.

Requirement 9 – Biodiversity Net Gain

- 8.62. This requirement stipulates that no part of the authorised development may commence until a biodiversity net gain strategy has been submitted to and approved by the relevant planning authority, in consultation with the relevant statutory nature conservation body.

Requirement 13 – Construction environmental management plan

- 8.63. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 8.64. A pre-construction site walkover will be undertaken in advance of mobilisation/any potential advance works to reconfirm the ecological baseline conditions and to identify any new ecological risks.
- 8.65. Updated species surveys would be completed as appropriate to reconfirm the status of protected species identified, to inform mitigation requirements and support protected species licence applications, if required by the council(s) and EcoCoW.

Requirement 14 – Operational environmental management plan

- 8.66. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 8.67. The OLEMP (Doc. Ref. EN010133/APP/C7.3) will be used to manage the areas of landscaping to maximise the benefits for biodiversity and the monitoring requirements to ensure the successful establishment of the proposed planting.

Requirement 21 – Decommissioning and restoration

- 8.68. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.
- 8.69. Standard management measures will be implemented to prevent pollution incidents, minimise effects on ecology from noise and vibration, prevent and minimise dust creation and air pollution. Precautionary working method statements would be produced, controlled, monitored, and implemented.

9. Socio Economics, Tourism and Recreation

Summary

9.1. The list below outlines the main points arising from the review of the Socio Economics, Tourism and Recreation chapter of the Environmental Statement (Doc. Ref. EN010133APP/C6.2.18) for the Cottam Solar Project:

- [SETR1] It is recognised that there are some financial benefits as a result of the Scheme. When considering that there are potentially four solar schemes located within West Lindsey it is questioned how the Scheme will identify the required workforce given the level of resource needed to deliver all the schemes at the same time.
- [SETR2] The analysis of serviced accommodation units shows that accommodating the anticipated temporary employee requirement would lead to an oversubscription of rooms for approximately 4 months of the anticipated 24-month construction period. The maximum rate of oversubscription during these months is 2.7% if normal occupancy of rooms for business and tourism are retained. This therefore shows that there is insufficient accommodation space within the Local Impact Area for the construction peak months. This event would occur just for the construction of Cottam. Therefore on a cumulative level, the accommodation for temporary employees would lead to further oversubscription of rooms if the schemes were to be constructed at the same time. On a cumulative level, it is
- [SETR3] The Applicant recognises that during the operational the Scheme will have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets. Thus, the maximum long-term moderate-minor adverse effect on the desirability of local tourist attractions and recreation centres in the Local Impact Area could lead to a proportional maximum long-term moderate-minor adverse effect on the local tourism industry and economy. Should the other solar schemes in the area be consented, it is considered that this impact will be amplified as large areas of West Lindsey will be characterised by solar farms.
- [SETR4] The Applicant recognises that there will be a long-term impact on tourism as a result of the Scheme during the construction phase. There is a potential for the Scheme to reduce the desirability of the Local Impact Area for tourism, and as such, an estimated worst-case scenario of a 1% drop in visitor spending per annum is assessed herein. It is therefore questioned that once the operation period has started and noting the applicants recognition that there will be a that the impact on a long-term impact on the landscape character whether it has been assessed about the loss in long-term loss for the tourism economy.
- [SETR5] The Scheme will result in the loss of approximately 17 agricultural sector jobs in the Local Impact Area. It is claimed that these jobs will return following the decommissioning of the Scheme; however, following a 40 year gap in employment it is difficult to determine whether these jobs will realistically return.
- [SETR6] As set out in paragraph 9.21 below, the estimated agricultural jobs losses do not take into account the wider supply chain and contractor services attributed to the affected farm businesses. As such, the loss of agricultural related jobs is likely to be higher than the 17 estimated.
- [SETR7] In considering the above, it is questioned whether the impacts on long-term indirect agricultural job losses have been considered accurately. With 40 years, 60 for Gate Burton, of diminished agricultural activity in West Lindsey it is likely that these skills could be lost from the local area which is rural in nature at present.
- [SETR8] There is the potential for 'a fire could occur at any location within the development during the site construction, operational and decommissioning phases'. It is noted that the Outline Battery Storage Safety Management Plan outlines the key fire safety provisions for the BESS. However, there is a concern that the BESS within Cottam 1 could cause fire

hazards to the local populace both directly from fires and also the impact on air quality for the local populace.

Policy Context

National Policy

- 9.2. Paragraph 5.12.6 of the NPS [EN-1] states that the ExA '*should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the IPC considers to be both relevant and important to its decision*'.
- 9.3. The NPS goes on to say the ExA '*should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development*'.
- 9.4. The NPPF states that decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside.
- 9.5. Moreover, decision should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure.

Local Policy

- 9.6. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 9.7. Policy S10: Supporting a Circular Economy recognises the high energy and material use consumed on a daily basis, and, consequently, is fully supportive of the principles of a circular economy. As such, proposals will be supported, in principle, which demonstrate their compatibility with, or the furthering of, a strong circular economy in the local area.
- 9.8. Policy S20: Resilient and Adaptable Design requires design proposals to be adaptable to future social, economic, technological and environmental requirements in order to make buildings both fit for purpose in the long term and to minimise future resource consumption. The relevant tests to this Scheme must be met for proposals to be deemed acceptable:
 - Allow for future adaptation.
 - Be resilient to flood risk, from all forms of flooding.
- 9.9. Policy S28: Spatial Strategy for Employment requires employment related proposals to be consistent with meeting the following overall spatial strategy for employment. The strategy is to strengthen the Central Lincolnshire economy offering a wide range of employment opportunities focused mainly in and around the Lincoln urban area and the towns of Gainsborough and Sleaford, with proportionate employment provision further down the Settlement Hierarchy (see Policy S1).
- 9.10. Policy S45: Strategic Infrastructure Requirements states that development proposals will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development.
- 9.11. Policy S54 notifies applicants that the potential for achieving positive mental and physical health outcomes will be taken into account for all schemes. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

Key Impacts

Construction

Positive

- 9.12. The anticipated inbound number of construction workers (average 125 FTE employees, with a peak month of 282 FTE employees, based on the modelled construction programme used for the purpose of this socio-economic assessment) has the potential to increase accommodation occupancy rates by 13.0% over the 24- month construction period. A 13.0% increase in the 425-strong accommodation employment sector to meet this increased need would equate to an

additional 55 FTE employees per annum over the construction period. This would amount to a high positive impact in the Local Impact Area.

- 9.13. The potential for construction employees increasing the occupation rate of accommodation units throughout the construction period would have a high positive impact directly on the accommodation sector, thus having a direct medium-term temporary major-moderate beneficial effect.
- 9.14. The construction economy in the Local Impact Area is worth approximately £258 million, and as such, the net uplift in GVA of £12.2 million represents a potential increase of 4.7% in the local construction economy. In the Regional Impact Area, the magnitude of impact (of £16.9 million GVA to an economy worth approximately £7.0 billion) is low, and as such is a medium-term temporary minor beneficial effect.
- 9.15. The use of temporary accommodation for inbound temporary construction workers from outside the Local Impact Area could lead to a 12.9% increase in accommodation employment. This is likely to induce a GVA uplift to the accommodation sector economy of £1.7 million, based on a GVA per worker of £31,028 (Ref 18.60). This represents a 3.1% increase in the local accommodation and food services economy (worth £55 million), and as such, is a medium magnitude impact to a low sensitivity receptor, resulting in a medium-term temporary moderate-minor beneficial effect. The impact within the Regional Impact Area, with an accommodation and food services economy worth £1.8 billion) (Ref 18.60), is a negligible (0.09%) impact to a low sensitivity receptor and is therefore a short-term temporary negligible beneficial effect.

Neutral

- 9.16. The consequential estimated labour requirement for the Scheme over the projected 24-month construction period is therefore equivalent to a gross 467 full time equivalent (FTE) employees per annum, with the estimated on-site construction workforce expected to peak at approximately 788 employees at month 14 of the construction period.
- 9.17. The construction workforce is to consist of a mix of employees from within and outside the Local Impact Area. There may be need for specialist employment to be sourced from outside the Local Impact Area where particular skillsets cannot be sourced locally. The temporary employment generated by the Scheme's construction is equivalent to approximately 972 FTE jobs per annum. Of these, 624 are anticipated to be taken up by the workforce within the Local Impact Area, a total of 812 are anticipated within the Regional Impact Area (inclusive of the LIA), and the other 160 jobs are expected to be taken up by workers from elsewhere in the UK.
- 9.18. The level of accommodation needed for temporary construction workers is likely to exceed accommodation stock in the peak construction months, thus displacing a proportion of the usual number of visitors using accommodation in the Local impact Area. As the visitor population is being displaced by construction workers also seeking temporary accommodation, the effect is neutral. This is applicable at both the Local and Regional Impact Area levels.
- 9.19. The anticipated uplift in population is anticipated to be negligible in magnitude, at both level of the Local and Regional Impact Areas. Any changes to the demographic profile of either the Local or Regional Impact Area are expected to be extremely low and unlikely to have either a predominantly positive or negative bias. Therefore there is anticipated to be a neutral effect overall with regard to resident age demographics.

Negative

- 9.20. The Scheme does have the potential to negatively impact on some local employment sectors: specifically the agricultural, and tourism and recreation industries. It is projected to impact on up to 1,451 hectares of agricultural land for the operational lifetime of the Scheme, the project ES estimates that approximately 17 FTE agricultural sector jobs to be lost. This impacts approximately 0.4% of the agricultural sector employment, and as such is a low magnitude impact. Due to its medium sensitivity this results in a long-term moderate-minor adverse effect to the Local Impact Area. In the Regional Impact Area, this is a 0.04% reduction in agricultural employment, representing a negligible change to a receptor of low sensitivity. Therefore, the applicant concludes that the effect is long-term negligible adverse.
- 9.21. The 17 agricultural sector jobs that have been identified by the Applicant are linked to the 4 farm businesses within the Order Limits. Farm A is considered to have no FTE, Farm B is considered to have 7 FTE, Farm C is considered to have 4 FTE and Farm D is considered to have 5 FTE and 2

part-time jobs. These estimates do not take into account the contractor services attributed to these farm businesses. As such, the actual impact upon jobs in the agricultural sector (including the supply chain) will be higher than the figures reported in the ES. Furthermore, the applicant has not provided a cumulative assessment to demonstrate the actual likely impact upon the agricultural sector should the Cottam Solar Project be implemented alongside other solar projects.

- 9.22. As a secondary impact of the uplift in the construction employment in the Local Impact Area, there is potential for the accommodation industry to be impacted by the need for inbound temporary construction workers to be accommodated within the Local Impact Area. The impacts on the availability of accommodation for tourism and recreation as a result of a loss of available accommodation space has potential to have a short-term peak of medium magnitude. However, this is to be mitigated to reduce the impacts to a medium-term low magnitude over the course of the construction period. Resultantly, the impact on accommodation for visitors is a medium-term temporary moderate-minor adverse effect.
- 9.23. The analysis of serviced accommodation units shows that accommodating the anticipated temporary employee requirement would lead to an oversubscription of rooms for approximately 4 months of the anticipated 24-month construction period. The maximum rate of oversubscription during these months is 2.7% if normal occupancy of rooms for business and tourism are retained. This therefore shows that there is insufficient accommodation space within the Local Impact Area for the construction peak months. Thus, as set out in the embedded mitigation measures in Section 18.6 of the Socio-Economics and Tourism and Recreation chapter of the ES, this would require employees to be accommodated elsewhere, such as in private rental, or alternatively would displace up to a maximum of 2.7% of the predicted business and tourism occupants from accommodation spaces. Furthermore, the construction timescale has an embedded level of flexibility, and thus the peak need could be moved to months of greater usual capacity.
- 9.24. The anticipated increase in construction workers in the Local Impact Area is likely to create increased demand for accommodation, and will therefore have a potential impact on temporary and permanent accommodation stock within the Local Impact Area including hotel rooms, temporary accommodation, and rented and market properties. Effects at the regional level have not been assessed as the anticipated need for accommodation is considered to be exclusive to the Local Impact Area for assessing the worst-case scenario resulting from the Scheme's construction.
- 9.25. Should the temporary employees from outside the Local Impact Area require accommodation in temporary accommodation units, the anticipated peak monthly requirement will be 282 units, in the context of a known temporary accommodation stock of 1,419 units within the Local Impact Area. As identified previously, the accommodation sector in the Local Impact Area is of a medium sensitivity to change due to its small size, particularly in relation to the Regional Impact Area or national trends. The potential for construction employees increasing the occupation rate of accommodation units throughout the construction period would have a high positive impact directly on the accommodation sector, thus having a direct medium-term temporary major-moderate beneficial effect. This therefore would be a significant effect. However, the impacts on the availability of accommodation for tourism and recreation as a result of a loss of available accommodation space has potential to have a short-term peak of medium magnitude. However, this is to be mitigated to reduce the impacts to a medium-term low magnitude over the course of the construction period. Resultantly, the impact on accommodation for visitors is a medium-term temporary moderate-minor adverse effect.
- 9.26. The projected of lost spending in the tourism economy would be an equivalent loss of 1 FTE worker in the RSTU grouped sector industry (based on an average £44,841 GVA per worker per annum). This impacts approximately 0.04% of the 3,500-strong RSTU sector employment in the Local Impact Area, and as such is a negligible magnitude impact to a low sensitivity receptor, resulting in a short-term temporary negligible adverse effect. The magnitude of impact is smaller at the regional level (0.002% reduction to 93,000 employees), and therefore results in a short-term temporary negligible adverse effect.
- 9.27. The projected uplift of 0.06% to the residential population in the Local Impact Area represents a medium-term temporary negligible magnitude impact with regard to the number of people requiring access to local services including primary health services. This could therefore have secondary impacts on other types of health and wellbeing receptors in the population of the Local and Regional Impact Areas as a result of reduced accessibility to local healthcare services. As rates of disability and long-term physical health conditions in the Local Impact Area are more in keeping with

national trends than for other health indicators, the sensitivity is low, and thus the negligible scale impact would result in a medium-term temporary negligible adverse effect. This would be the same in the Regional Impact Area.

- 9.28. There is an assessed negligible impact on public transport services. Baseline conditions demonstrate that compared to regional and national rates the Local Impact Area has a substantially greater rate of driving to work and lower rate of use of public transport. As a result, working commuting patterns in the Local Impact Area are of a medium sensitivity to change. Resultantly, at worst, the impact on existing commuters is a medium-term minor adverse effect. Impacts at the regional level are not assessed due to the localised nature of transport impacts from the Scheme.
- 9.29. The secondary impacts of the Scheme could lead to a loss of £60,000 to the tourism economy as a result of reduced visitor spending. This is equivalent to a loss of 1.4 FTE workers based on a GVA per worker of £44,841 (Ref 18.60). Most of this economic loss will be felt in the local arts, entertainment, and recreation sector, which is of a low sensitivity to change. As such, a £60,000 loss to this economic sector (worth £76 million) represents a loss of 0.08% which therefore constitutes a negligible magnitude impact, resulting in a medium-term temporary negligible adverse effect. This loss to the arts, entertainment, and recreation sector in the Regional Impact Area, worth £2.9 billion, is a loss of 0.002% which is a medium-term temporary negligible adverse effect.
- 9.30. Although some of the identified tourism and recreation effects are significant, the number of identified landscape and heritage tourism receptors that are likely to be adversely effected by the Scheme's construction are likely to have a low overall impact on the desirability of the Local Impact Area for tourists and visitors. Resultantly, the effect on local tourism attractions in the Local Impact Area is minor adverse.
- 9.31. The Scheme's construction is likely to have direct impacts on a number of Public Rights of Way and long-distance recreation routes as a result of temporary use as construction accesses, any required diversions and closures, and secondary temporary impacts as a result of the movements of construction goods and employee traffic. As a result of the embedded mitigation measures the greatest effects on the use, accessibility, and desirability of either Public Rights of Way or of long-distance recreation routes are moderate-minor adverse effects. These measures include the use of traffic management to ensure conflicts between the use of recreational routes are not adversely impacted by the routing of construction traffic, and limiting the need for diversion or closure of public rights of way. Where necessary for cable laying, public right of way closures will be limited to overnight working to limit the impacts of closures.
- 9.32. There are up to moderate-minor adverse effects on pedestrian and cycling traffic as a result of fear and intimidation from construction vehicle movements. Whilst all of these routes are highways, they are important as links connecting the PRow network to nearby settlements and are therefore important to be considered as part of the assessment of effects on recreational routes.

Operational

Positive

- 9.33. Much of the operation and maintenance employment will sit within the energy sector. As such, the net direct employment uplift of 7 workers in the context of approximately 410 sector workers in the Local Impact Area represents a 1.7% increase from 2020 levels. This therefore represents a long-term medium positive impact to an industry that has a low sensitivity in the Local Impact Area.
- 9.34. The agriculture, mining, electricity, gas, water and waste (ABDE) grouped sector economy in the Local Impact Area is worth approximately £265 million, and as such, the net uplift in GVA per annum of £400,000 represents a potential increase of 0.1% in the local ABDE grouped sector economy. This will therefore have a long-term low positive impact on a low sensitivity receptor, thus resulting in a long term minor beneficial effect. At the regional level, the magnitude of impact (of £600,000 GVA per annum to an economy worth approximately £5.6 billion) is negligible.

Negative

- 9.35. As identified in the likely effects from the Scheme's construction, there are approximately 17 agricultural sector jobs that will remain lost during the Scheme's operational lifetime. As a result, this will have a long-term moderate-minor adverse effect in the Local Impact Area, and a long-term negligible adverse effect in the Regional Impact Area.

- 9.36. As the Scheme is estimated to displace approximately 17 agricultural sector jobs in the Local Impact Area, this is estimated to have an economic impact of £800,000 per annum, based on an annual GVA per worker of £49,074. This impact will reduce the value of the local agricultural economy by approximately 0.3%, and as such is a low magnitude impact, resulting in a long-term minor adverse effect. At the regional level, this is a negligible adverse effect. This notwithstanding, the Scheme is likely to bring a direct benefit to local landowners through payment of annual ground rent. This is anticipated to be in the region of £2.4 million per annum.
- 9.37. Whilst the operation of the Scheme is not anticipated to have a direct impact on the serviced accommodation in contrast to the construction phase, there is a potential for the Scheme to reduce the desirability of the Local Impact Area for tourism, and as such, an estimated worst-case scenario of a 1% drop in visitor spending per annum is assessed herein. This 1% fall in visitor spending per annum is approximately £240,000 (equivalent to the loss of 5 workers). Most of this economic loss will be felt in the local arts, entertainment, and recreation (RSTU) grouped economic sector. As such, a £240,000 loss to this economic sector (worth £76 million) represents a loss of 0.3%, which therefore constitutes a low magnitude impact, resulting in a long-term minor adverse effect. At the regional level, the loss to the arts, entertainment, and recreation sector is equivalent to 0.008% of the regional economic sector value. Therefore, the effect the Regional Impact Area is a long-term negligible adverse effect.
- 9.38. The development of the Scheme will have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets. This could therefore have a secondary impact on local business that are reliant on tourism. Thus, the maximum long-term moderate-minor adverse effect on the desirability of local tourist attractions and recreation centres in the Local Impact Area could lead to a proportional maximum long-term moderate-minor adverse effect on the local tourism industry and economy during the Scheme's operational lifetime.

Decommissioning

Positive

- 9.39. The net direct employment from the Scheme decommissioning is likely to most benefit the construction employment sector. The net uplift of 180 workers is a 3.8% increase to construction employment in the Local Impact Area. This is a medium magnitude impact to a low sensitivity receptor, resulting in a medium-term temporary moderate-minor beneficial effect. The total net direct uplift of 234 workers is a 0.2% increase to construction employment in the Regional Impact Area. This is a low magnitude impact to a low sensitivity receptor, resulting in a medium term temporary minor beneficial effect.

Neutral

- 9.40. Following completion of the decommissioning phase, employment will return to near baseline levels. This will therefore represent a permanent minor beneficial effect to the Local Impact Area, and a permanent negligible adverse effect to the Regional Impact Area.

Negative

- 9.41. The baseline socio-demographic conditions used for assessing the construction phase in 2024-2026 are unlikely to be representative of the population in 2066 at the assessed time of decommissioning. The uplift in population associated with the decommissioning of the Scheme is likely to affect some socio-demographic receptors such as access to local services including primary health services, access to accommodation, access to employment and education, and health and wellbeing. Any effects on the socio-demographic environment of the Local Impact Area are unable to be representatively assessed. However, if the assessment of the construction phase effects is taken as a worst-case, the impacts on the sociodemographic environment can be estimated as have up to a medium-term temporary moderate-minor adverse effect in the Local Impact Area, and up to a medium-term temporary negligible adverse effect in the Regional Impact Area.

Cumulative

- 9.42. The Scheme is located in an area where a number of Nationally Significant Infrastructure Projects (NSIP) are proposed, that may be developed in a similar timeframe. Thus there is the potential for cumulative effects on the local and regional socio-economic, tourism and recreation environment both during the development of these identified NSIPs, and their operational lifetimes. There are also a smaller number of other planning applications which have been considered for the same reasons, due to their scale and proximity to the Scheme.
- 9.43. The key NSIPs include the three solar schemes: Gate Burton, Tillbridge and West Burton Schemes. The assessment has also include the West Burton C gas-fired power station and several larger planning applications.

Construction

Positive

- 9.44. The anticipated uplift in need for temporary accommodation for inbound construction workers is likely to generate a peak of £6.0 million GVA in the year 2026 to the accommodation and services sector economy. This represents a 11.0% increase in the Local Impact Area, thus resulting in a peak cumulative medium-term temporary moderate beneficial effect. This is therefore a significant effect. Within the Regional Impact Area, this anticipated uplift represents a 0.3% increase. This therefore represents a is a peak cumulative medium-term temporary minor beneficial effect.
- 9.45. Accounting for “leakage” of commuters from outside the Local Impact Area, and existing employment displacement, the peak net uplift in construction employment in the Local Impact Area is 838 FTE employees in 2026. This represents an increase of 17.7% in construction employment which is of high magnitude. This is therefore a peak cumulative medium-term temporary moderate beneficial effect and is therefore a significant effect. In the Regional Impact Area, the magnitude of impact (1,090 workers in a pool of approximately 100,000) is medium (+1.1%), and as such is a peak cumulative medium-term temporary moderate-minor beneficial effect.

Negative

- 9.46. The peak level of accommodation needed for temporary construction workers is likely to exceed accommodation stock, thus displacing a notable proportion of the usual number of visitors using accommodation in the Local impact Area. This could therefore lead to a peak cumulative medium-term temporary minor adverse effect to the accommodation sector in the Local Impact Area and a peak cumulative medium-term temporary negligible adverse effect in the Regional Impact Area.
- 9.47. The greatest level of economic impact to tourism and recreation, most likely to be felt in the arts, entertainment, and recreation grouped sector, is estimated to occur in 2023. The peak economic effect is estimated to be a loss of £110,000. This amounts to a 0.1% reduction in the economic sector, thus constituting a peak cumulative medium-term temporary minor adverse effect. The level of significance of effect in the Regional Impact Area is not anticipated to change.
- 9.48. Of the Public Rights of Way and long-distance recreation routes assessed, the Trent Valley Way is likely to see the greatest level of cumulative impact. These cumulative impacts are as a result of direct impacts from cable routes crossing the Trent Valley Way, and visual impacts from the multiple projects nearby or adjacent to the two variant routes of the Trent Valley Way. In a worst-case scenario, construction of the cable routes of the identified projects may run sequentially over a five-year period, requiring the Trent Valley Way to be closed three times during this. As such, the Trent Valley Way could experience a peak cumulative short to medium-term temporary moderate adverse effect. This is therefore a significant effect. Where feasible, the Applicant would look to work with other developers to seek to ensure that relevant the impacts to affected Public Rights of Way and long-distance recreation routes are mitigated and kept to a minimum.

Operation

Positive

- 9.49. The cumulative uplift in local housing requirement of 43 FTE employees could be accommodated in the current 730 dwelling per annum housing stock surplus in the Local Impact Area. The resultant uplift in housing need would fill 5.9% of the surplus, thus generating a cumulative long-term

moderate-minor beneficial effect (in EIA terms) to housing accommodation in the Local Impact Area.

Negative

- 9.50. The cumulative operation phase of the projects is anticipated to generate a net loss of 62 FTE jobs per annum in the energy sector, accounting for leakage and displacement factors and the 125 energy sector jobs lost as a result of the closure of West Burton A. This represents a decrease of 15.1% in energy employment in the Local Impact Area. Resultantly, this is a cumulative long-term moderate adverse effect. This therefore is a significant effect. At the regional level, the magnitude of impact (a loss of 62 FTE employees per annum in a pool of approximately 8,000) is low (0.8%), and as such is a cumulative long-term minor adverse effect.
- 9.51. The net decrease in energy employment is likely to generate a cumulative GVA loss of £3.0 million per annum. This represents a loss of 1.1% to the agriculture, mining, electricity, gas, water and waste (ABDE) grouped sector economy, which is of low magnitude. This is therefore a cumulative long-term moderate-minor adverse effect in the Local Impact Area. In the Regional Impact Area, this loss of GVA to the ABDE grouped sector economy is equivalent to 0.05%, and therefore is of the same level of significance as when the Scheme is assessed in isolation.
- 9.52. The cumulative construction phase impacts from the assessed projects are very likely to have a somewhat increased level of effect on tourism and recreation in the immediate locality and Local Impact Area. These include the impacts to the economy already explored, as well as the further economic impacts as a result of cumulative landscape and traffic impacts. The resultant changes are therefore likely to affect the desirability and accessibility of tourism and recreation routes, attractions, and facilities.
- 9.53. The uplifts in population will however impact upon the number of people requiring access to local services including primary health services. As such, the Local Impact Area is anticipated to experience a cumulative long-term minor adverse effect, and the Regional Impact Area is anticipated to experience a cumulative long-term negligible adverse effect on access to primary healthcare. This is likely to lead to have secondary cumulative effects of the same respective levels of significance on general population health and wellbeing. Furthermore, these effects are anticipated to lead to cumulative long-term negligible adverse effects to both the Local and Regional Impact Areas with regard to impacts on disability and long-term physical health conditions.

Requirements

Requirement 4 – Community liaison group

- 9.54. This requirement provides that the undertaker must establish a community liaison group prior to commencement of the authorised development, in order to facilitate liaison between representatives of people living in the vicinity of the Order limits, and other relevant organisations in relation to the construction of the authorised development.
- 9.55. This would be welcomed by WLDC in order to maintain communication with representatives of local people living within the locality of the Scheme.

Requirement 20 – Skills, supply chain and employment

- 9.56. The requirement stipulates that no part of the authorised development may commence until a skills, supply chain and employment plan (which must be substantially in accordance with the outline skills, supply chain and employment plan) in relation to that part has been submitted to and approved by the relevant planning authority. The skills and employment plan must identify opportunities for individuals and businesses to access employment and supply chain opportunities associated with the construction, operation and maintenance of the authorised development, and the means for publicising such opportunities. The skills and employment plan must be implemented as approved.

10. Transport and Access

Summary

- 10.1. The list below outlines the main points arising from the review of the Transport and Access chapter of the Environmental Statement for the Cottam Solar Project (Doc. Ref. EN010133/APP/C6.2.14).
- [TA1] The traffic survey data used to derive the baseline is from 2017 and 2019, which is before the Covid-19 pandemic restrictions. Nonetheless, this traffic data is now quite historic, with some of the data being more than five years old. Therefore, more recent traffic surveys should be considered to verify that the derived baseline traffic flows are representative of current day conditions.
 - [TA2] It is unclear if the potential environmental effects due to any temporary highway works necessary to accommodate access by large construction vehicles and abnormal loads, that may require the removal of hedgerows for example, have been covered by the ES.
 - [TA3] It is noted that deliveries will peak hours where possible; however, no reasons are provided as to why this might not be possible.
 - [TA4] There are 16 separate construction traffic access points for the solar farm elements of the Scheme, with 13 access points for Cottam 1 alone. Moreover, there are 32 access points of the cable route access, with 12 access points required for the cable route between Cottam 1 and Cottam 2. Collectively the Scheme is proposing 48 access points. This would mean that there would be construction traffic along the route and using the local road network. It is questioned by so many accesses are needed and highlights the issue around the use of a 'network of sites'.
 - [TA5] It is noted that there will be 'a small number of abnormal load movements to transport large transformers'; however, exact numbers are not provided. This would be helpful when assessing the cumulative impact of Abnormal Indivisible Loads (AIL) for the other solar schemes.
 - [TA6] The Scheme states that the shared Grid Connection Route utilises different routes from the other solar schemes. This suggests the cumulative impact of the roads will be felt more widely.
 - [TA7] The cumulative effects chapter is very limited and only appears to consider the routes associated with the construction routes for Cottam. Whilst this is understood for the purpose of this assessment, the cumulative impact of construction traffic should be considered as there is the potential for the schemes to affect WLDC for five or more years or more that is associated with the construction of the shared grid connection corridor.

Policy Context

National Policy

- 10.2. Para 5.13.6 of the NPS (EN-1) sets out the that the SoS should consider the substantial impacts of traffic and therefore should ensure '*that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider requirements to mitigate adverse impacts on transport networks arising from the development*'. Moreover, applicants may be willing to enter planning obligations to for funding infrastructure and otherwise mitigating adverse impacts.
- 10.3. With regards to mitigation, the NPS [EN-1] states that the SoS may attach requirements to a consent where there is likely to be substantial HGV traffic that:
- Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements.

- Make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions.
- Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.

10.4. Furthermore, if the applicant believes the cost of meeting obligations would be economically unviable, it is not in itself justification for the relaxation of any obligations or requirements needed to secure the mitigation.

Local Policy

10.5. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.

10.6. Policy S45: Strategic Infrastructure Requirements states that development proposals will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development.

10.7. Policy S47: Accessibility and Transport requires development to contribute towards an efficient and safe transport network. Proposals should demonstrate, where appropriate, that they have had regard to the following criteria:

- Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, car clubs, walking and cycling links and integration with existing infrastructure.

10.8. Policy S59: Green and Blue Infrastructure Network states that proposals that cause loss or harm to the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.

Key Impacts

10.9. An overview of the local highway network is provided below:

- A15 (All Sites): Single carriageway two-way road subject to the national speed limit which connects the M180 to the north with the A46 to the south. The road has a predominantly straight alignment throughout.
- A1500 Till Bridge Lane (Cottam 1): Subject to the national speed limit and generally has a straight alignment. It connects the A15 to the east to the village of Sturton by Stow to the west.
- Thorpe Lane (Cottam 1): Rural single lane road that has no central markings. It has a footway running along the eastern side of the road and is subject to the national speed limit.
- Stow Lane (Cottam 1): Rural single lane road that has no central markings and is subject to the national speed limit. Stow Lane connects Ingham Lane to the east to Ingham Road to the west.
- Ingham Road (Cottam 1): Rural single lane road that has no central markings and is subject to the national speed limit. Ingham Road connects Stow Lane to the east to the village of Stow to the west. Ingham Road is subject to a 7.5 tonne environmental weight restriction. However, access is permitted for vehicles over 7.5 tonnes.
- Fleets Lane (Cottam 1): Narrow rural single lane road that has no central markings and is subject to the national speed limit. Fleets Lane connects Ingham Road to the north to Fleets Road to the south.
- Willingham Road (Cottam 1): Rural single lane road that generally has a straight alignment. The road has no central markings and is subject to the national speed limit. Willingham Road connects the village of Fillingham to the east to Fillingham Lane to the west.
- South Lane (Cottam 1): Rural narrow single lane road that has no central markings and is subject to the national speed limit.

- Fillingham Lane (Cottam 1): connects to Willingham Road and is a rural single lane road that generally has a straight alignment. The road has no central markings and is subject to the national speed limit.
- A631 (Cottam 2): Single carriageway where the national speed limit applies. The A631, connects the A157 to the east, to the A630 to the west.
- Access Road north of A631 (Access to Cottam 2): Access road that lies north of the A631, is a narrow road with no central markings where the national speed limit applies.
- B1205 Kirton Road (Cottam 3a and 3b): Single carriageway where the national speed limit applies. The B1205 connects the A15 to the east to the village of Blyton to the west.
- Station Road (Cottam 3b): Single lane road that has a footway located on the eastern side. It connects Pilham Lane to the south to Kirton Road to the north.

10.10. For the construction of the Grid Connection Route, 32 temporary accesses are required, approximately one every kilometre. The locations of these accesses are on the following roads:

- Grid Connection Access 101 – Torksey Ferry Road (Nottinghamshire)
- Grid Connection Access 102, 103 and 104 – Cottam Road (Nottinghamshire);
- Grid Connection Access 105 and 106 – Headsted Bank (Nottinghamshire); Grid Connection Access 107 and 108 – A156 High Street south of Marton (Lincolnshire);
- Grid Connection Access 109, 110, 111 and 112 – A1500 Till Bridge Lane (Lincolnshire);
- Grid Connection Access 113 – Stow Park Road (Lincolnshire);
- Grid Connection Access 114 and 115 – B1241 Normanby Road (Lincolnshire);
- Grid Connection Access 116 and 117 – South Lane (Lincolnshire);
- Grid Connection Access 118 – Willingham Road (Lincolnshire);
- Grid Connection Access 119 – Glentworth Road (Lincolnshire);
- Grid Connection Access 120 – Kexby Road (Lincolnshire);
- Grid Connection Access 121 – Cow Lane (Lincolnshire);
- Grid Connection Access 122 and 123 – B1241 Common Lane (Lincolnshire);
- Grid Connection Access 124 and 125 – School Lane (Lincolnshire);
- Grid Connection Access 126 and 127 – A631 (Lincolnshire);
- Grid Connection Access 128 and 129 – Pilham Lane (Lincolnshire);
- Grid Connection Access 130 and 131 – Pilham Lane (Lincolnshire); and
- Grid Connection Access 132 – B1205 Kirton Road (Lincolnshire).

10.11. The Grid Connection Route will be built out in phases. Each access will be used for approximately 90 days during the construction phase. It is likely that around four or five accesses will be in use concurrently.

Construction

Positive

10.12. There are no positive impacts related to the transport and access.

Neutral

10.13. Construction vehicles will avoid travel during the network peak hours where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible.

10.14. The Applicant states that the level of pedestrian and cyclist activity on the roads surrounding the Site is very low meaning that the sensitivity receptor is low. However, the impact to pedestrian amenity acknowledges that the addition of HGVs to the network will affect the relative pleasantness of any pedestrian and cyclist journeys in the area. It is also acknowledged that a number of Public Rights of Way operate through the Site, although usage is relatively low. Notwithstanding this, there will be some effect on the relevant pleasantness of pedestrian journeys in these locations.

Negative

- 10.15. On a day-to-day basis, the largest vehicle that will be used to deliver equipment to the Site will be a 16.5m articulated vehicle, although a significant proportion of movements will be by smaller vehicles. There will be an average HGV Arrivals and Departures per Day of 38 (76 Trips). During peak construction this will increase to an average of 58 (116 Trips).
- 10.16. On an average day, there is expected to be 450 workers spread across the Sites. To account for peak periods at the different Sites, 600 construction workers has been taken forward for assessment as a reasonable worst case. For the assessment, construction workers have been spread across the Sites on a proportional basis. Based on a total of 650 construction workers (including 50 at the Energy Storage Facility), the forecast number of cars/LGVs are a total of 233 cars and LGVs (466 trips).
- 10.17. Where links within the study area connected to public rights of way, it could be argued that an increase in traffic as a result of the construction phase could make it more difficult to cross the road. On Stow Lane, for example, there is forecast to be an additional 286 two-way movements over the course of a day during the construction phase. This is a 39% increase compared to the base. However, over the course of a 10 hour working day, this relates to less than one vehicle every two minutes, which will not make it significantly harder to cross the road. Therefore, the effects on severance in these locations will be minor.
- 10.18. It is forecast that each access for the Cable Route Corridor / Grid Connection Route will generate up to eight arrivals and eight departures per day for the delivery of material and equipment (16 trips). Around half of these will be HGV trips and half LGV trips. There will also be around 10 construction workers per access, arriving by car and shuttle bus. In total this means that there will be 256 vehicles (512 trips) in relation to the cabling element of the works.

Operational

- 10.19. During the Scheme's operational phase, there are anticipated to be around five visits to each Site per month for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. Whilst each Site construction compound will have been removed at the end of the construction phase, space will remain within each Site on the access tracks for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

Decommissioning

- 10.20. The Scheme is anticipated to have a design life of approximately 40 years. At the end of the Scheme's operational life it will be decommissioned. The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase.

Cumulative Impacts

- 10.21. Traffic flows associated with the cumulative schemes will only affect links in the study area that have a low sensitivity. These roads are less sensitive to change compared to the more local/rural roads within the network, which will not be affected by the cumulative schemes. The percentage change on these roads is low. It should also be noted that it is incredibly unlikely that a scenario will occur whereby all cumulative schemes are constructed at the same time.
- 10.22. The cumulative effects on the local highway network surrounding the Grid Connection Route will also be low, as the cumulative Schemes will not use the same routes. It should be noted that sections of the Grid Connection Route for the Scheme will be shared with Gate Burton and West Burton, although the residual effects will not change as a result of this.

Requirements

Requirement 15 – Construction traffic management plan

- 10.23. Under this requirement, no part of the authorised development may commence until a construction traffic management plan (which must substantially accord with the outline construction traffic management plan) has been submitted to and approved by the relevant planning authority, in consultation with the relevant highways authority. All construction works associated with the

authorised development must be carried out in accordance with the approved construction traffic management plan.

Requirement 16 – Operational noise

- 10.24. This requirement stipulate that Work Nos. 1, 2, 3 or 4 may not commence until an operational noise assessment (containing details of how the design has incorporated the operational mitigation measures set out in Section 15.6 of Chapter 15 of the Environmental Statement has been complied with) has been submitted to and approved by the relevant planning authority. The design in the operational noise assessment must be implemented as approved.

Requirement 17 – Permissive paths

- 10.25. This requirement ensures that Work No. 11 must be provided and open to the public before the date of final commissioning of Work No. 1. It further stipulates that the permissive path must be maintained and accessible by the public for 364 days a year, except where closure is required for maintenance or an emergency. This requirement remains in place until the commencement of decommissioning of the authorised development.

Requirement 18 – Public rights of way

- 10.26. This requirement stipulates that no part of the authorised development may commence until a public rights of way management plan (substantially in accordance with the outline public rights of way management plan) for any sections of public rights of way to be temporarily closed has been submitted to and approved by the relevant planning authority for that part. The public rights of way management plan must be implemented as approved.

11. Cultural Heritage

Summary

11.1. The list below outlines the main points arising from the review of the Cultural Heritage chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.13) for the Cottam Solar Project:

- [CH1] There will be a several significant impacts on designated heritage assets including Scheduled Monuments and Grade I listed buildings which are detailed below. This will have a long term impact on these local assets.
- [CH2] Although some of the impacts on heritage assets are considered not significant, there a multiple slight adverse impacts which, in accordance with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Indeed, the NPPF states that when a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Policy Context

National Policy

11.2. Section 5.8 of the National Policy Statement for Energy (NPS) (EN-1) states that the decision maker should consider the impact of a proposed development on any heritage assets. They should take into account the particular nature of the significance of the heritage assets and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between conservation of that significance and proposals for development.

11.3. Paragraph 199 of the NPPF 2023 states '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance*'.

Local Policy

11.4. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.

11.5. Policy S57: The Historic Environment states that development should '*protect, conserve and seek opportunities to enhance the historic environment. 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 and provide 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, including its setting; and*
- c) *provide a clear justification for the works, especially if these would harm the significance of the asset, including its setting, so that the harm can be weighed against public benefits.'*

Key Impacts

Construction

Positive

11.6. There are no positive effects during construction.

Negative

- 11.7. There is the potential for there to be Slight Adverse effects at five Scheduled Monuments, and up to Moderate Adverse effects at one Scheduled Monument (Thorpe medieval settlement – NHLE 1016978). This latter impact could result in ‘significant’ effects in EIA terms, and although impacts resulting from the construction phase are medium term and reversible, the visual impacts of the constructed Scheme would continue into and throughout the operational phase. There is also the potential for Large Adverse effects upon the Site of a college and Benedictine Abbey, St Mary’s Church, Stow (NHLE 1012976) which would also be a ‘significant’ effect, should this occur.
- 11.8. Most of the identified impacts to archaeological remains are ‘not significant’ in EIA terms, with effects mostly ranging between Negligible and Slight Adverse. However, as noted above there is the potential along the Shared Cable Corridor for up to Moderate Adverse impacts to what are likely to be regionally important remains of Medium value to occur, which could potentially result in ‘significant’ effects (i.e. at AR67-75). However, these impacts are not fully understood at present as the full results of the archaeological evaluations recently undertaken along the Shared Cable Corridor are not yet available, nor has the precise design for the cable route and associated temporary infrastructure been finalised.
- 11.9. There could also be up to Large Adverse effects upon a kiln of possible Iron Age/Romano-British date at AR22a which would be fully excavated ahead of the construction of the battery storage area at the Cottam 1 Site. However, the significance of effects for this asset are uncertain as the features identified here during the evaluation are undated and only tentatively interpreted as a kiln, and therefore the value (and hence significance of effects) might be of a lesser magnitude.
- 11.10. It is predicted that there would be Negligible Adverse impacts at three Grade II Listed Buildings and Minor Adverse impacts at one Grade II Listed Building and two Grade II* Listed Buildings, in each case resulting in Slight Adverse effects.
- 11.11. There would be additional visual impacts during the construction phase along the cable route corridor, which would be visible within the settings of two Grade II Listed Buildings: Signal Box at Stow Park Station (NHLE 1146606) and Stow Park Station (NHLE 1064058).
- 11.12. The visual impact of the construction traffic, temporary compounds and haul roads, along with the increasing visibility of the solar arrays as they are constructed at a minimum of 1.9km distant from the western edge of the Registered Park and Garden, and moreover, taking account of the layering effect that would occur in a relatively flat landscape, this would have a very low-level industrialising effect upon the rural character of part of the distant Trent valley landscape. It is considered that this would result in Minor Adverse impacts which for an asset of Medium value would result in Slight Adverse effects.

Operational

Positive

- 11.13. The impacts to buried archaeological features during the operational phase would be of a largely beneficial nature, due to these remains being taken out of the agricultural cycle of regular ploughing which most of the field parcels within the Order Limits are currently subject to.

Neutral

At 15 of the Scheduled Monuments, the assessment concluded that it was unlikely that any visibility of the Scheme would be possible.

Negative

- 11.14. At five of the Scheduled Monuments, potential visibility of elements of the Scheme was identified, but in general this would be restricted to slight glimpses contained within narrow arcs of view and/or at such a distance that this would be barely perceptible. Consequently, these would result in changes of Negligible Adverse magnitude to the significance of these heritage assets, resulting in, at worst, Slight Adverse effects. At Thorpe Medieval Settlement (NHLE 1016978), however, the close proximity of the Scheme would result in much greater visual impact, this being across a wide arc of view dominated by an element of the historic landscape that contributes to the significance of the Scheduled Monument and allows its significance to be appreciated. These considerable changes to the setting would result in what are considered to be Moderate Adverse impacts to the significance of the heritage asset. The significance of effects matrix indicates that this should be scored as either Moderate or Large Adverse effects. However, as the field parcel to the north only

possesses a slight legibility of the medieval field system, in this case two field boundaries reflecting the likely edges of former strips field reflecting the medieval agricultural practices (or possibly a furlong, though this cannot be proven), professional judgement suggests the effects would be of Moderate Adverse significance, which are nevertheless considered 'significant' in terms of the ES assessment.

- 11.15. During the operational phase of the Scheme, there would be impacts to five Grade II Listed Buildings and two Grade II* Listed Buildings, all of which are considered to be impacts of Slight Adverse magnitude.
- 11.16. For Glentworth Hall and Fillingham Castle the significance of effects matrix indicates that these effects should be scored as either Slight or Moderate Adverse, and the lower of these scores was decided upon since the visibility of the Scheme would be of a limited nature considering the distances involved. Similarly, for Thorpe in the Fallows Farmhouse, Mount Pleasant Farmhouse and Corringham Windmill, the significance of effects matrix indicates that these effects should be scored as either Neutral or Slight Adverse, and the higher score was chosen to help highlight where mitigation measures could reduce or remove the adverse effects through effective screening.
- 11.17. For most of the non-designated historic buildings assessed, the effects would be either Neutral or Slight Adverse effects, i.e., 'not significant', but at Turpin Farm (HB11), Corringham Grange Farm (HB18) and Blyton Grange Farm (HB22), the Major Adverse impacts would result in 'significant' Moderate Adverse effects in the absence of additional mitigation.
- 11.18. The Heritage Statement provides an assessment of potential impacts of the Scheme at the Fillingham Castle Grade II Registered Park and Garden (NHLE 1000977). The visual impacts can be characterised as 'Slight changes to setting, resulting in a loss of significance or its enhancement', and therefore impacts of a Minor Adverse magnitude. For a Grade I Listed Building of High value, this would result in effects of Slight or Moderate Adverse significance in terms of the scoring methodology adopted by the ES, and for the Grade II Registered Park and Garden, which is of Medium value.

Decommissioning

- 11.19. Decommissioning is expected to take between 12 and 24 months and will be undertaken in phases, and for the purposes of the assessment is expected to occur no earlier than 40 years after the commencement of operation of the Scheme. The decommissioning phase would require plant movement and other activities similar to those employed during the construction phase, which could have an adverse impact upon the settings of nearby heritage assets. The ES assesses that the impact would be neutral as the impacts are no greater than during the operational phase, and would be temporary, short term and reversible in nature.

Cumulative

- 11.20. For the settings of heritage assets, it is considered that the zone of influence (ZOI) is very much constrained for those assets located within the lowlands of the Trent valley, as confirmed by the ZTVs for these assets produced as part of the Heritage Statement. The only 'significant' effect identified due to impacts to the setting of a designated heritage asset is at the Thorpe medieval settlement Scheduled Monument (NHLE 1016978), this being due to the close proximity of elements of the Cottam 1 Site.
- 11.21. Slight Adverse effects (i.e., effects that are 'not significant') have been identified at the following Scheduled Monuments for the Scheme:
- Deserted village of Dunstall (NHLE 1004996);
 - Roman villa west of Scampton Cliff Farm (NHLE 1005041);
 - Southorpe medieval settlement (NHLE 1016794);
 - Gilby medieval settlement (NHLE 1016795); and
 - Coates medieval settlement and moated site (NHLE 1016979).
- 11.22. Slight Adverse effects (i.e., effects that are 'not significant') have also been identified at the following Listed Buildings for the Scheme:
- Fillingham Castle (NHLE 1166045);
 - Glentworth Hall (NHLE 1063348);

- Former stables at Glentworth Hall (NHLE 1166094);
 - Thorpe in the Fallows Farmhouse (NHLE 1308921);
 - Mount Pleasant Farmhouse east of Laughton (NHLE 1317186); and
 - Corringham Windmill (NHLE 1359417).
- 11.23. Slight Adverse effects (i.e., effects that are 'not significant') have also been identified at the following Registered Park and Garden for the Scheme:
- Fillingham Castle (NHLE 1000977).
- 11.24. It is considered that there could only be cumulative effects at those heritage assets identified above (in Paragraph 13.9.2 where views from the Lincoln Cliff contribute to the significance of the asset:
- Roman villa west of Scampton Cliff Farm (NHLE 1005041 Fillingham Castle (NHLE 1166045/NHLE 1000977);
 - Glentworth Hall (NHLE 1063348); and
 - Former stables at Glentworth Hall (NHLE 1166094).
- 11.25. This is due to the fact that the other NSIPs in the vicinity of the Scheme would also be likely to be visible from these elevated viewpoints along the Lincoln Cliff, but not from those situated in the Trent Valley. Should all of the NSIPs identified in paragraph 13.10.1 above be permitted and constructed, then the Slight Adverse effects identified at those heritage assets located on the Lincoln Cliff with extensive views across the Trent valley would increase in magnitude as a result of the cumulative effects, and whilst it is possible that this could result in Moderate Adverse effects or above (i.e., 'significant' effects) at one or more of these assets, this would require the results of further detailed design and assessment of the other NSIPs to confirm.

Requirements

Requirement 12 – Archaeology

- 11.26. This requirement stipulates that the authorised development must be implemented in accordance with the written scheme of investigation.

Requirement 13 – Construction environmental management plan

- 11.27. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 11.28. Provision for archaeological mitigation and monitoring is detailed in the Written Scheme of Investigation (WSI, see ES appendix 13.7 (Doc. Ref. EN010133APP/C6.3.13.7)). The WSI must be adhered to during constructional phases. Areas where concrete feet are required will be laid out by a surveyor in line with the requirements of the WSI.

12. Soils and Agriculture

Summary

- 12.1. The list below outlines the main points arising from the review of the Soils and Agriculture chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.9) for the Cottam Solar Project:
- [AG1] IEMA Guidance has been utilised for assessing impact on agricultural holdings. However, the publication is principally concerned with soil functions and does not provide methodology for assessing impacts on agricultural holdings.
 - [AG2] It is not clear if any tenants are displaced, if so, this would be an additional socio-economic adverse effect.
 - [AG3] The cumulative assessment is based on the absence of site specific assessments which are required to determine Agricultural Land Classification (ALC). It is accepted that during the authoring of this chapter the information for these sites were likely unavailable; however, given Gate Burton and West Burton are both now accepted or are already in the examination process it is presumed the data for the other Schemes is now available.

Policy Context

National Policy

- 12.2. Paragraph 5.10.8 of the NPS (EN-1) outlines that applicants should *'seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5) except where this would be inconsistent with other sustainability considerations'*.
- 12.3. Under Paragraph 5.10.15 of the NPS (EN-1), the decision maker should ensure that *'applicants do not site their scheme on the best and most versatile agricultural land without justification. It should give little weight to the loss of poorer quality agricultural land (in grades 3b, 4 and 5), except in areas (such as uplands) where particular agricultural practices may themselves contribute to the quality and character of the environment or the local economy'*.
- 12.4. The draft Overarching National Policy Statement for Energy (EN-1) states similar advice to applicants and the SoS that they should seek to minimise impacts on BMV (see paragraphs 5.11.12 and 5.11.34). Where it is sited on BMV, it should duly justify as to why other land cannot be used. The SoS should also *'take into account the economic and other benefits of that land'*.
- 12.5. Paragraph 3.10.136 of draft National Policy Statement for Renewable Energy Infrastructure (EN-3) reiterates that the SoS should take into account *'the economic and other benefits of the best and most versatile agricultural land. The Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to minimise impacts on soils or soil resources'*.
- 12.6. The NPPF also states that BMV is land in grades 1, 2 and 3a of the Agricultural Land Classification.
- 12.7. In view of the above, it is expected that the loss of both BMV and poorer quality land should be taken into account. This is particularly true given the agriculture lands contribution to the quality and character of the environment or the local economy.

Local Policy

- 12.8. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 12.9. Policy S67: Best and Most Versatile Agricultural Land states that significant development resulting in the loss of the best and most versatile agricultural land will only be supported if:
- The need is clearly established;
 - The benefits outweigh the need to protect such land, when taking into account the economic and other benefits of the best and most versatile agricultural land;
 - The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and

- Once the development has ceased its useful life then the land should be returned to its former use.

12.10. The council expects all these tests to be met, particularly in relation to the economic value of the land to WLDC and its inhabitants which is in line with national policy. Moreover, it is expected that the land would be restored to its former use. This is particularly important as the agricultural land is an important contributor to the local economy and culture of the region.

Key Impacts

12.11. The following section identifies the impacts on agriculture during construction, operation and decommissioning. It set out the positive, neutral and negative impacts for each stage.

Construction

Positive

12.12. No positive impacts on agricultural land during construction have been predicted in the ES, and would not be expected, as construction works are generally disruptive in nature.

Neutral

12.13. There are no neutral impacts identified during construction.

Negative

12.14. Construction work will start the temporary curtailment of arable production within the Site. The land does not cease to be agricultural land whilst cropping or grazing is suspended while construction work is taking place and there is no actual loss of agricultural land resource, therefore no mitigation is proposed. The residual effect of construction on the agricultural land resource is considered minor and not significant.

12.15. Solar panel construction work will involve trafficking the land in a similar manner to the current arable land use, where high axle vehicles are regularly used (e.g. combine harvesters). Heavy plant use during construction will include excavators for digging trenches and cranes for placing substation and storage modules. The Soil Management Plan (SMP) (outline SMP provided in EN010133/APP/C6.3.19.2) is embedded mitigation that aims to conserve the soil resource through construction activity and therefore no additional mitigation is proposed. The resulting short term, reversible and local effect of construction disturbance on the soil resource across the Scheme is considered minor and not significant.

12.16. The temporary curtailment of farming practices for each of the four farming businesses will result in a reduction in cropped area for these enterprises. This is considered as a constraint however farming practices will not be entirely terminated for these businesses – only the land that is occupied by the Scheme. The resulting short term, reversible and local effect of construction disturbance on the farm businesses occupying land within the Sites will be a minor impact and not significant.

Operational

Positive

12.17. There are not considered to be any material positive impacts upon agriculture or soils.

Neutral

12.18. There are no neutral impacts identified during construction.

Negative

12.19. There will be no loss of agricultural land resource during operation. With no change there is no mitigation proposed and there will be a negligible impact, which is not considered significant.

Decommissioning

Positive

- 12.20. Decommissioning of the Scheme will allow a return to arable management of the land. The resulting short term, reversible and local effect of decommissioning on the return of agricultural land to the enterprises of the occupying farm businesses will be a minor impact, beneficial and not significant. No further mitigation is proposed.

Neutral

- 12.21. It is noted that there is an intention to return the land to agricultural land. No obstructions will be left in the soil that could interfere with cultivation (e.g. cables will be removed) and no changes to the physical characteristics of the soil will have taken place that could influence ALC grade. There will be a negligible impact, that is not considered to be significant. No mitigation is proposed.

Negative

- 12.22. Decommissioning will involve activities similar to that during construction, including trafficking the land in a similar manner to the current arable land use (e.g. combine harvesters). The measures from the SMP also extend to decommissioning and land restoration and it will limit impacts to the soil resource. The SMP covers the appropriate handling of stored soil, aftercare of the land and identification of remediation of any areas of compacted soils. The resulting residual impacts will be short term, reversible and localised, which is considered to be a minor impact that is not significant.

Cumulative

- 12.23. The cumulative assessment focuses on Tillbridge Solar, Gate Burton Energy Park, West Burton Solar, Heckington Fen Solar, Temple Oaks Renewable Energy Park and Mallard Pass Solar. The Heckington Fen site is shown within an area of High Likelihood of BMV land. Mallard Pass predominantly occupies an area of Low Likelihood of BMV land. The four remaining sites occupy predominantly Moderate Likelihood of BMV land as for the Cottam Solar Project Order Limits.

Positive

- 12.24. There are no positive impacts identified.

Neutral

- 12.25. For the Loss of Agricultural Land Resource, all six cumulative effect sites will be temporary and time limited development, with any actual loss of agricultural land limited to the small extent of switchgear housings and substations. Therefore the residual effect of each of these six sites on the agricultural land resource is predicted to be negligible, as for Cottam.
- 12.26. The soil resource present at each of the six cumulative sites will experience little disturbance, and the risk of compaction from trafficking reduced (lower frequency, lower weight and able to avoid wet conditions) when compared to annual arable crop management. Therefore the residual effect of each of these six sites on the soil resource is predicted to be negligible, as for Cottam.
- 12.27. Some farm businesses occupying land within the six cumulative sites may have elevated sensitivity to a solar farm development in comparison to the four farm businesses at Cottam. For instance a farm business may have a full agricultural tenancy providing security of tenure which if obliged to vacate, would be very difficult to replace. However without any published detail on the occupancy of the six cumulative sites, there is no justification to claim any greater significance of effect than at Cottam. Therefore the residual effect of each of these six sites on farm businesses is predicted to be negligible, as for Cottam.
- 12.28. The only plausible interaction between the six cumulative sites and Cottam is agricultural occupancy by a farm business across multiple different sites. If this does occur it is likely to not be a significant adverse effect for that farm business, but an assessment would not be possible without the farming circumstances baseline for the affected unit. There will be no interaction of impact for soils or agricultural land resource between any of the sites. There is therefore no significant cumulative effect identified for soils and agriculture for the six cumulative sites.

Negative

- 12.29. There are no positive impacts identified.

Requirements

Requirement 13 – Construction environmental management plan

- 12.30. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 12.31. Site inspections by a suitably experienced soil scientist to ensure compliance with the Soil Management Plan and identify any emerging issues.

Requirement 14 – Operational environmental management plan

- 12.32. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 12.33. A Soil Resource Management Plan (SRMP), in accordance with the Outline Soil Management Plan (Doc. Ref. EN010133/APP/C7.18) will detail how the risk of causing surface compaction can be minimised and how to remove compaction if it has occurred. It will be particularly important to avoid causing soil compaction during the decommissioning phase. To reduce ground pressure, tracked plant and machinery should be equipped with low ground pressure tyres. In areas where soil may need to be reinstated (e.g., where buildings are demolished, or tracks taken up) with the guidance in Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (PB13298) or reference appropriate at the time may provide useful guidance.

Requirement 19 – Soils management

- 12.34. This requirement stipulates that no part of the authorised development may commence until a soils resource management plan (substantially in accordance with the outline soils resource management plan) for that part has been submitted to and approved by the relevant planning authority. The soils resource management plan must be implemented as approved.

Requirement 21 – Decommissioning and restoration

- 12.35. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.
- 12.36. A Soil Resource Management Plan (SRMP) will be prepared (if required) in accordance with the Outline SRMP setting out measures to manage the reinstatement of any soils and minimising soil disturbance and soil compaction when extracting the solar PV panel's supporting infrastructure.
- 12.37. In areas where soil may need to be reinstated (e.g., where buildings are demolished, or tracks taken up) with the guidance in Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (PB13298) or reference appropriate at the time may provide useful guidance.
- 12.38.

13. Climate Change

Summary

- 13.1. The list below outlines the main points arising from the review of the Climate Change chapter of the Environmental Statement for the Cottam Solar scheme (Doc. Ref. EN010133/APP/C6.2.7):
- [CC1] ES states beneficial is significant given the reduction in Green House Gas (GHG) Emissions.
 - [CC2] The ES states no residual effects during construction, but the ES does demonstrate that there is a significant amount of embodied carbon in all phases of the scheme, i.e. construction, operation and decommissioning. This must be given weight in the decision making process.

Policy Context

National Policy

- 13.2. Section 4.8 of NPS EN-1 addresses climate change adaptation in energy infrastructure development. It notes that the decision maker should take the effects of climate change into account when developing and consenting infrastructure, referring also to the potential long-term impact of climate change.
- 13.3. New energy infrastructure will typically be a long-term investment and will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning the location, design, build, operation and, where appropriate, decommissioning of new energy infrastructure (paragraph 4.8.5). The IPC (now ExA) should be satisfied that applicants for new energy infrastructure have considered the potential impacts of climate change using the latest UK Climate Projections available at the time the ES was prepared to ensure they have identified appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure (paragraph 4.8.6).
- 13.4. EN-1 notes the energy NPSs should speed up the transition to a low carbon economy and thus help to realise UK climate change commitments sooner than continuation under the current planning system.
- 13.5. Paragraph 2.2.5 notes the UK economy is reliant on fossil fuels, and they are likely to play a significant role for some time to come. Most of our power stations are fuelled by coal and gas. The majority of homes have gas central heating, and on our roads, in the air and on the sea, our transport is almost wholly dependent on oil. Paragraph 2.2.6 identifies that the UK needs to wean itself off such a high carbon energy mix: to reduce greenhouse gas (GHG) emissions, and to improve the security, availability, and affordability of energy through diversification.
- 13.6. EN-1 also notes that storage has a key role to play in achieving net zero and providing flexibility to the energy system.
- 13.7. Section 4.9 of the draft NPS (EN-1) focuses on climate change adaptation and reiterates the need to minimise the most dangerous impacts of climate change.
- 13.8. Draft NPS (EN-3) requires the applicant to consider the design life of solar panel efficiency over time when determining the period for which consent is required. An upper limit of 40 years is typical, although applicants may seek consent without a time-period or for differing time-periods of operation.

Local Policy

- 13.9. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 13.10. Policy S11: Embodied Carbon requires development to s to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials. Moreover, all major development proposals should explicitly set out what opportunities.
- 13.11. The SoS is reminded that from the 1 January 2025, there will be a requirement for a development proposal to demonstrate how the design and building materials to be used have been informed by a

consideration of embodied carbon, and that reasonable opportunities to minimise embodied carbon have been taken.

- 13.12. Policy S14: Renewable sets out the position that renewable energy schemes will be supported where the direct, indirect, individual and cumulative impacts on the following considerations are, or will be made, acceptable. To determine whether it is acceptable, the following tests will have to be met:
- The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets, their settings and the historic landscape; and highway safety and rail safety.
 - The impacts are acceptable on aviation and defence navigation system/communications.
 - The impacts are acceptable on the amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as noise, dust, odour, shadow flicker, air quality and traffic.
- 13.13. Policy S16: Wider Energy Infrastructure states that WLDC will proposals which are necessary for, or form part of, the transition to a net zero carbon. However, proposals should take all reasonable opportunities to mitigate any harm arising from such proposals.
- 13.14. Policy S20: Resilient and Adaptable Design requires design proposals to be adaptable to future social, economic, technological and environmental requirements in order to make buildings both fit for purpose in the long term and to minimise future resource consumption. The relevant tests to this Scheme must be met for proposals to be deemed acceptable:
- Allow for future adaptation.
 - Be resilient to flood risk, from all forms of flooding.

Key Impacts

- 13.15. The following section identifies the impacts on climate change during construction, operation and decommissioning. It set out the positive, neutral and negative impacts for each stage.

Construction

Positive

- 13.16. The ES does not identify any significant residual effects on climate change during the construction of the Scheme.

Neutral

- 13.17. There are no neutral effects identified.

Negative

- 13.18. As set out in Volume 1, Chapter 7: Climate Change [EN010133/APP/C6.2.7], the ES identifies the greatest impact of GHGs is the result of embodied carbon in the materials used for construction. Of these, the manufacture and supply of PV panels and batteries will be the largest source of GHG emissions. The worst case (Option B) total GHG emissions from the construction phase are estimated to equate to around 444,475 tCO_{2e}. When annualised, the total annual construction emissions equate to around 222, 237 tCO_{2e}. GHG emissions from the construction of the Scheme are considered to have a minor adverse effect on the climate (a negligible significant effect is not possible where any GHG emissions are released to the atmosphere). The overall effect on GHGs from construction is considered not significant in EIA terms.

Operational

Positive

- 13.19. The ES concludes that overall, the Scheme will provide a major beneficial effect on the climate and a net reduction in GHG emissions over the lifetime of the Scheme. Over the estimated 40 year

lifespan there would be a reduction of 5,973,729 tCO₂e from the Scheme compared to the scenario where the Scheme does not go ahead.

Neutral

- 13.20. There are no neutral effects identified.

Negative

- 13.21. GHG emissions will be generated as a result of operational activities such as the transportation of operational workers to and from the Site, water consumption and replacement of on-site materials. The production of replacement batteries at the midpoint of the project's lifespan is the greatest contribution to GHG emissions during the operational stage, estimated to equate to around 277,300 tCO₂e in the worst case (Option B). This accounts for 89% of the total operational emissions. Despite this, it is anticipated that the magnitude of effect is likely to be low.

Decommissioning

Positive

- 13.22. The ES does not identify any significant residual effects on climate change predicted during the decommissioning of the Scheme.

Neutral

- 13.23. There are no neutral effects identified.

Negative

- 13.24. Despite the ES not identifying any significant residual effects on climate change during decommissioning, the ES also admits a '*there is uncertainty over the total estimate of GHG emissions that will be produced*' during this stage. The SoS is therefore minded to keep this in mind during their assessment of the Scheme. Whilst a calculation of 25,074 tCO₂e has been provided, there is a possibility that the emissions could be higher. It is expected that emissions of GHGs will be far lower than construction and that the main source of emissions from this stage will be from worker transportation. It is expected that the magnitude of effect will be low and therefore the decommissioning stage will result in only minor adverse effects which is not significant in terms of EIA.

Cumulative

- 13.25. The cumulative effect of other solar projects (West Burton, Gate Burton, Tillbridge) will also be beneficial in terms of climate change resilience given that the combined effect of the renewable energy will serve to counter the effects of climate change.

Requirements

- 13.26. There are no requirements specifically related to climate change in the draft Development Consent Order.

14. Noise and Vibration

Summary

- 14.1.1. The list below outlines the main points arising from the review of the Noise and Vibration chapter of the Environmental Statement for the Cottam Solar Project:
- [NV1] Information has been taken from technical guidance documents to identify thresholds levels at which negligible, minor, moderate and major impacts occur. However, the mapping of these impact threshold levels for construction noise underestimates significance.
 - [NV2] Paragraph 15.4.21 (beneath Table 15.4) of the ES chapter states that construction noise levels along the cabling route are assessed using a fixed noise level. No information has been provided as to how the noise level was selected as no baseline noise surveys were undertaken along the cabling route.
 - [NV3] Detailed information on the noise survey methodology and contextual information about the survey locations is not reported.
 - [NV4] It is noted that maps of the short-term and long-term monitoring locations are provided, however, it is unclear how the measured noise levels have been mapped to receptor locations for the impact assessment.
 - [NV5] Operational phase vibration effects were to be included as outlined within the Scoping Opinion. However, no information on operation phase vibration is reported.
 - [NV6] The Noise and Vibration assessments present the calculation results and impact magnitudes but omit key information about how these outcomes were derived, which prevents the stated outcomes from being verified.
 - [NV7] The assessment reports daytime noise impacts only, which is consistent with the stated construction working hours in Chapter 4. However, it is possible that some night-time working may be required as the cabling route intersects a railway line (adjacent to Cottam 3b) and several roads, meaning that a railway possession or night-time road closure may be required to complete the works. Night-time working would lower the assessment threshold level to 45 dB L_{Aeq} (as a worst-case) and may result in greater impact magnitudes than reported for this activity.
 - [NV8] The noise prediction methodology and outcomes reported in the ES Chapter and Appendix 15.3 omit the following pertinent information which is required to verify the overall impact to receptors.
 - [NV9] As no assumptions are declared for the vibration calculations, it is unclear whether the predictions are based on a percussive piling method and whether the values are during steady-state or start-up/run down conditions.
 - [NV10] Information about the sound sources considered in the operation phase assessment is required to confirm the scope of the assessment and assumptions made in the noise modelling.
 - [NV11] A requirement of a BS 4142 assessment is to include information about uncertainty within the assessment. No information on this is provided.
 - [NV12] Appropriate types of noise mitigation measures are proposed to control noise emissions from the project, however, the stated performance requirement for the acoustic louvres is ambiguous.

Policy Context

National Policy

- 14.2. National Policy Statement (NPS) EN-1 states that should demonstrate good design through selection of the quietest cost-effective plant available; optimisation of plant layout to minimise noise emissions; and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission.

- 14.3. The NPS also states that the SoS should not grant development consent unless it is satisfied that the proposals will meet the following aims:
- Avoid significant adverse impacts on health and quality of life from noise.
 - Mitigate and minimise other adverse impacts on health and quality of life from noise.
 - Where possible, contribute to improvements to health and quality of life through the effective management and control of noise.
- 14.4. Moreover the SoS should consider if mitigation methods needed for construction and operational noise over and above any which may form part of the project application. The mitigation methods may include:
- Engineering: reduction of noise at point of generation and containment of noise generated.
 - Lay-out: adequate distance between source and noise-sensitive receptors; incorporating good design to minimise noise transmission through screening by natural barriers, or other buildings.
 - Administrative: restricting activities allowed on the site; specifying acceptable noise limits; and taking into account seasonality of wildlife in nearby designated sites

Local Policy

- 14.5. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.
- 14.6. There is no specific local policy that relates to noise; however, Policy S47: Accessibility and Transport requires development should not result in adverse noise and vibration taking into account surrounding uses of the application site.

Key Impacts

Construction & Decommissioning

Positive

- 14.7. There are no positive impacts from noise and vibration identified during construction and decommissioning.

Neutral

- 14.8. There are no neutral impacts from noise and vibration identified during construction and decommissioning.

Negative

- 14.9. Construction noise levels at all receptors throughout the Scheme are predicted to be within the daytime construction noise criteria of 65 dB(A). Construction noise is temporary and it is assumed that all construction activities will be happening simultaneously across the Scheme (worst-case scenario). Construction activity on the Sites and cable corridor would likely be experienced by limited receptors at any given time as work progresses across the Scheme. Therefore, for construction noise, the magnitude of change is negligible which results in a moderate/minor residual effect which is not significant for the purposes of EIA regulations.
- 14.10. Construction activities are temporary and it is considered that any periods of construction vibration experienced at each separate receptor would unlikely exceed one month. Construction activity on the Sites would likely be experienced by limited receptors at any given time as work progresses across the Scheme. Therefore, for construction vibration, the magnitude of change is negligible which results in a moderate/minor residual effect which is not significant for the purposes of the EIA regulations.
- 14.11. Noise and vibration effects during the decommissioning phase will be similar or less than the noise effects during the construction phase and therefore not deemed significant in terms of EIA.

Operational

Positive

- 14.12. There are no positive impacts from noise and vibration identified during operation.

Neutral

- 14.13. None stated.

Negative

- 14.14. The primary sources of noise from the operational development are the inverters and transformers serving the solar panels. Overall, operational noise levels at the nearest receptors to the Scheme would exceed the existing background noise levels in many cases. Mitigation has been used to ensure noise levels do not result in significant impacts throughout the Scheme during the operational phase and consequently the magnitude of change is considered negligible, which results in a moderate/minor residual effect and therefore not considered significant for the purposes of the EIA Regulations.

Requirements

- 14.15. A construction noise monitoring scheme shall be developed and agreed with appropriate stakeholders following appointment of a contractor and prior to commencement of construction works. The CEMP would also set out a scheme for the provision of monthly reporting information to and from local residents to advise of potential noisy works that are due to take place and for monitoring of noise complaints and reporting to the Applicant for immediate investigation and action.

Requirement 13 – Construction environmental management plan

- 14.16. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 14.17. It is expected that construction works will be undertaken in accordance with the best practicable means (as defined in Section 72 of the Control of Pollution Act 1974 (Ref 2-1)), to minimise noise and vibration effects. Noise control measures will be consistent with the recommendations of the current version of BS 5228 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' – 'Part 1: Noise' and 'Part 2: Vibration' (BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014) (Ref 2-2 and Ref 2-3).

Requirement 14 – Operational environmental management plan

- 14.18. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 14.19. The Environmental Manager will regularly record compliance in a logbook. The OEMP will detail the frequency. 3.0m high acoustic barriers will be constructed around sections of the BESS area at Cottam 1.

Requirement 16 – Operational noise

- 14.20. This requirement stipulate that Work Nos. 1, 2, 3 or 4 may not commence until an operational noise assessment (containing details of how the design has incorporated the operational mitigation measures set out in Section 15.6 of Chapter 15 of the Environmental Statement has been complied with) has been submitted to and approved by the relevant planning authority. The design in the operational noise assessment must be implemented as approved.

15. Glint and Glare

Summary

- 15.1. The list below outlines the main points arising from the review of the Glint and Glare chapter of the Environmental Statement [Doc. Ref. EN010133/APP/C6.2.16] for the Cottam Solar Project:
- [GG1] It is not clear why Headon airfield is not considered as it appears that one of the runways may have issues and within the pilots' field of view.
 - [GG2] A physical survey of the site and its environs is expected to be able to fully assess the receptors and study area.
 - [GG3] The Scoping Opinion reported that river users which be included within the receptors which were to be assessed as part of the Glint and Glare assessment. A statement has been added to cover river users but specifically on the River Trent as being too far away and mentions that the River Till is not considered navigable. However, no substantiation has been provided for this statement.
 - [GG4] The strategy of additional vegetation screening mentioned and temporary screening does not define the species of the vegetation which we would expect to be dense and coniferous in nature. The height of vegetation is not mentioned. Provided the that the correct species of vegetation are chosen and the temporary obstructions are properly designed then the mitigation should be fit for purpose.

Policy Context

National Policy

- 15.2. Paragraph 3.10.93 of the draft NPS (EN-3) states that '*solar panels may reflect the sun's rays at certain angles, causing glint and glare. Glint is defined as a momentary flash of light that may be produced as a direct reflection of the sun in the solar panel. Glare is a continuous source of excessive brightness experienced by a stationary observer located in the path of reflected sunlight from the face of the panel. The effect occurs when the solar panel is stationed between or at an angle of the sun and the receptor*'.
- 15.3. Moreover, when a glint and glare assessment is undertaken, the potential for solar PV panels, frames and supports to have a combined reflective quality may need to be assessed, although the glint and glare of the frames and supports is likely to be significantly less than the panels.

Key Impacts

Construction & Decommissioning

- 15.4. Glint and glare effects can occur from any solar panels that are installed at the Scheme Sites. However, as not all panels will be deployed during the construction or decommission phase, the length and intensity of any solar reflections will be less than or equal to the operational phase.
- 15.5. The ES has therefore only considered Operational Effects, which represents the worst-case scenario for all development stages of the Scheme.

Positive

- 15.6. There are no positive impacts from glint and glare identified during construction and decommissioning.

Neutral

- 15.7. There are no significant effects from glint and glare identified during the construction and decommissioning phases.

Negative

- 15.8. There are no negative impacts from glint and glare identified during construction and decommissioning.

Operational

Positive

- 15.9. There are no positive impacts from glint and glare identified during operation.

Neutral

- 15.10. The worst case scenario effects without mitigation are predicted to be minor/negligible adverse (for either the fixed or tracker options) in respect of aviation receptors. Therefore, mitigation is not required for the aviation receptors.

Negative

- 15.11. A moderate adverse effect from glint and glare is predicted for 13 dwellings (if a fixed mounting system is implemented) or 14 dwellings (if a tracking mounting system is implemented) across the Scheme. For the remaining dwelling receptors assessed in the 1km study area, effects are predicted to be lower.
- 15.12. A moderate adverse effect is predicted for a 2.2km section of Kirton Road – B1205 – (if a tracking mounting system is implemented). For the remaining road receptors assessed in the 1km study area, effects are predicted to be lower.
- 15.13. A moderate adverse effect is predicted towards train driver receptors (for both types of mounting system). For the remaining railway receptors assessed in the 500m study area, effects are predicted to be lower.
- 15.14. Once mitigation is implemented, overall impacts are expected to be minor/negligible for all receptors predicted to experience moderate adverse effects.
- 15.15. The cumulative glint and glare effect of West Burton Solar Project, Gate Burton Energy Park and Tillbridge Solar is not predicted to result in a significant impact due to the presence of significant mitigating factors. Therefore, cumulative effects are possible, however, the impact is predicted to be minor/negligible Adverse.
- 15.16. Additionally, 32 dwellings will have some visibility of both Cottam 3a and Cottam 3b and some road receptors will also have some visibility of both these sites, resulting in the potential for inter-related effects. However, the existing and proposed screening is likely to significantly reduce the visibility of both sites and therefore overall minor/negligible adverse impacts are predicted.

Cumulative

- 15.17. Shared receptors are either unlikely to concurrently have visibility of multiple areas (Cottam, Gate Burton Energy Park and West Burton 1) or, if visibility is possible, (Cottam 1 and 2 and Tillbridge Solar) no significant impact is predicted due to the presence of significant mitigating factors. Therefore, cumulative effects are possible however the impact is predicted to be Minor/Negligible Adverse.

Requirements

Requirement 14 – Operational environmental management plan

- 15.18. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 15.19. Where Glint and Glare cannot be mitigated through panel backtracking tilt (tracking panels) and would require instant screening, a temporary 3m wooden solid hoarding may be required until adjacent planting has matured.

16. Ground Conditions and Contamination

Summary

- 16.1. The list below outlines the main points arising from the review of the Ground Conditions and Contamination chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.11) for the Cottam Solar Project:
- [GC1] The construction period could result in of potential contaminant linkages from contaminated soils to human receptors, controlled waters and to the built environment.

Policy Context

National Policy

- 16.2. Section 5.15.6 of the NPS EN-1 states that the SoS *'should satisfy itself that a proposal has regard to the River Basin Management Plans and meets the requirements of the Water Framework Directive (including Article 4.7) and its daughter directives, including those on priority substances and groundwater'*.

Local Policy

- 16.3. Policy S56: Development on Land Affected by Contamination states that where proposals are known to be or has the potential to be affected by contamination, a preliminary risk assessment should be undertaken by the developer and submitted to the relevant Central Lincolnshire Authority as the first stage in assessing the risk of contamination. Proposals will only be permitted if layout and drainage have taken adequate account of ground conditions, contamination and gas risks arising from previous uses and any proposed sustainable land remediation.

Key Impacts

Construction, Operation and Decommissioning

- 16.4. As set out in Volume 1, Chapter 11: Ground Conditions and Contamination (Doc. Ref. EN010133/APP/C6.2.11), it is considered that the effects during construction and decommissioning are similar in both their sensitivity and magnitude. Furthermore, ground conditions are unlikely to be disturbed during the operational phase, with the exception of minor maintenance works. Maintenance works would utilise the same mitigation measures for that of the construction and decommissioning. As such, the impacts below relate to all three phases of the Scheme.

Positive

- 16.5. There are no positive impacts identified.

Neutral

- 16.6. There are no neutral impacts identified.

Negative

- 16.7. The ES identifies the risk of potential contaminant linkages from contaminated soils to human receptors (construction workers, adjacent site users or residents, and future site users), controlled waters (underlying aquifers and surface waters) and to the built environment. The ES identifies that there are a number of surface water features both on and adjacent to the Scheme, however, limited potential sources of contamination have been identified across the mainly agricultural land use.
- 16.8. Small areas of potentially infilled ponds/Made Ground have been identified across the Scheme, however, given the small scale of these features and the age of any infill material, the potential for gas generation is low. Furthermore, the potential for hazardous ground gases to accumulate within confined spaces is considered very low. In addition, no buildings are proposed in the vicinity of potentially infilled ponds/pits across the Sites, breaking the contaminant linkage to the built environment.

- 16.9. During construction, operation and decommissioning, standard industry best practice measures would be adopted to avoid and reduce the risk to ground conditions. The Construction Environmental Management Plan (CEMP) [EN010133/APP/C7.16] will clearly set out best practice to ensure any environmental impacts are as limited as possible. With embedded mitigation and the implementation of well-established good industry practices for managing contaminated land which will be incorporated into the CEMP, it is considered that the potential effects of contamination or risk of contamination will be reduced to moderate/minor and would not be significant.

Cumulative

- 16.10. Notable substantial projects in close proximity to the Scheme are: West Burton Solar Project; Gate Burton Energy Park; and Tillbridge Solar.
- 16.11. Given modern methods of construction and the low sensitivity end use, the cumulative effects to human health or controlled waters are considered to be negligible with the implementation of embedded mitigation measures such as the CEMP which would be appropriate for all development projects. There are currently two scenarios for the construction of the Shared Cable Corridor between the proposed solar farm Schemes a' however, the effect on ground conditions for both scenarios is considered a negligible alteration from the baseline.

Requirements

Requirement 13 – Construction environmental management plan

- 16.12. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 16.13. Ground investigation works will be undertaken prior to commencing construction works. Results would be reviewed by the appointed contractor.

Requirement 14 – Operational environmental management plan

- 16.14. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 16.15. The design of the Scheme has included measures to avoid and minimise the risk of pollution to the ground and water during its operation.

Requirement 19 – Soils management

- 16.16. This requirement stipulates that no part of the authorised development may commence until a soils resource management plan (substantially in accordance with the outline soils resource management plan) for that part has been submitted to and approved by the relevant planning authority. The soils resource management plan must be implemented as approved.

Requirement 21 – Decommissioning and restoration

- 16.17. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.

17. Hydrology, Flood Risk and Drainage

Summary

17.1. The list below outlines the main points arising from the review of the Hydrology, Flood Risk and Drainage chapter of the Environmental Statement (Doc. Ref. EN010133/ APP/C6.2.10) for the Cottam Solar Project:

- [HFD1] There are several impacts on the water environment as a result of the Scheme. This includes increased flood risk, pollution from surface water runoff, increased water volume discharge and inappropriate wastewater disposal, among others.

Policy Context

National Policy

17.2. Section 5.15 of the National Policy Statement for Energy (NPS) (EN-1) focuses on water quality and resources. In the decision making process, the SoS should note that all activities that discharge to the water environment are subject to pollution control. Moreover, the SoS will *'generally need to give impacts on the water environment more weight where a project would have an adverse effect on the achievement of the environmental objectives established under the Water Framework Directive'*.

17.3. NPS [EN-1] also states that the SoS *'should consider whether appropriate requirements should be attached to any development consent and/or planning obligations entered into to mitigate adverse effects on the water environment'*.

Local Policy

17.4. The Central Lincolnshire Local Plan policies which are relevant to the scheme are set out below.

17.5. Policy S21: Flood Risk and Water Resources requires all proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive. The development should demonstrate:

- That water is available to support the development proposed.
- The surface water hierarchy has been followed.
- No surface water connections are made to the foul system.
- The 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.
- Proposals with the potential to pose a risk to groundwater resources are not located in sensitive locations to meet the requirements of the Water Framework Directive.
- 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.

17.6. Policy S59: Green and Blue Infrastructure Network states that proposals that cause loss or harm to the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.

Key Impacts

Construction & Decommissioning

17.7. The potential likely significant effects of the Scheme during decommissioning are likely to be the same or no worse than (i.e. a worst case scenario basis) as those encountered during the

construction phase. Therefore, those effects considered for construction below are similarly expected during the decommissioning phase.

Positive

- 17.8. There are no positive impacts.

Neutral

- 17.9. There are no neutral impacts.

Negative

- 17.10. The sensitivity of construction workers and equipment to mud and debris blockages is considered to be Medium. The potential for mud and debris to block drainage networks is considered to have an effect of Low Adverse magnitude on flooding to the Site itself and surrounding area which would result in flood risk to construction workers and equipment at the Site. The effect is therefore considered to be Moderate Adverse.
- 17.11. Temporary increase in impermeable area during construction / decommissioning has the potential to increase flooding both on and off site.
- 17.12. The effects would be temporary and short term. The sensitivity of construction workers and equipment is considered to be Medium with the temporary effects considered to have an effect of Medium Adverse magnitude to people working within - and property at - the Site as it could occur at a time of high flood risk (e.g. during a large storm event). The significance of effect is Moderate Adverse.
- 17.13. Construction of access tracks and movement of construction / decommissioning traffic, in the absence of construction good practice, can lead to compaction of the soil. The effects would be temporary and short term. The sensitivity of construction workers and equipment is considered to be Medium with the temporary effects considered to have an effect of Medium Adverse magnitude to people working within - and property at - the Site as it could occur at a time of high flood risk (e.g. during a large storm event). The significance of effect is Moderate Adverse.
- 17.14. There are a number of activities which have the potential to negatively affect the local water environment. The sensitivity of surface water and groundwater bodies to silt contamination is considered to be Medium. Without mitigation, potential effects are considered of a Medium magnitude. The significance of the effect is Moderate Adverse.
- 17.15. Fuel, hydraulic fluids, solvents, grouts, paints and detergents and other potentially polluting substances will be stored and / or used on the Site. Leaks and spillages of these substances could pollute groundwater bodies through infiltration as well as the surface watercourses within the Site and those nearby if their use is not carefully controlled and spillages enter existing flow pathways. The sensitivity of surface water and groundwater bodies to spillages, leakages and pollutants is considered to be Medium. Without mitigation measures spillages of chemicals/fuel stored and/or used on the Site could cause short term, temporary effects of a Medium magnitude on the local watercourses.
- 17.16. The sensitivity of surface water to inappropriate wastewater disposal from welfare facilities is considered to be Medium. Construction / Decommissioning foul water will not be discharged into a watercourse under any circumstances and therefore the magnitude of impact and significance of this effect is considered to be Negligible.
- 17.17. Following implementation of the proposed mitigation the residual effect is considered to be Negligible for all negative impacts.

Operational

Positive

- 17.18. There are no positive impacts.

Neutral

- 17.19. There are no neutral impacts.

Negative

- 17.20. Given the nature of the Scheme, the increase in permanent impermeable area on the Site will be negligible, however equipment such as the proposed substations and energy storage areas will generate increased surface water runoff when compared to the current use of the Site. This could potentially increase localised pluvial flooding on the Site, as well as increase flood risk to people and property in the immediate surrounding area and downstream. The sensitivity of people and property is considered Medium. Whilst the effects would be temporary and short term, this is considered to have an effect of Medium Adverse magnitude to people and property as it could occur at time of high flood risk (e.g. during a large storm event). The significance of effect is Major Adverse.
- 17.21. An increase in the volume of water discharged to local watercourses has the potential to increase the flood risk to areas downstream of the Scheme. The sensitivity of people and property is considered Medium. Whilst the effects would be temporary and short term, this is considered to have an effect of Medium Adverse magnitude to people and property (considered to be up to very high importance) occurring at time of high flood risk (e.g. during a large storm event) due to the potential risks and hazard (loss of life) and the potential economic damages. Therefore the significance of effect is Major Adverse.
- 17.22. Urban runoff from the Site, along with the associated infrastructure, could contain diffuse urban pollutants such as hydrocarbons, heavy metals, and nutrients as well as debris and silt which could ultimately be discharged to the nearby watercourses via surface water runoff or infiltrate to ground. Without mitigation this could have a moderate adverse effect on water quality.
- 17.23. Given the nature of the Scheme there is a potential risk of fire which may negatively effect upon the local water environment. Runoff from the Site, along with the associated infrastructure, following a fire could contain diffuse urban pollutants such as hydrocarbons, heavy metals, as well as debris and silt which could ultimately be discharged to the nearby watercourses via surface water runoff or infiltrate to ground. Without mitigation this could have a moderate adverse effect on water quality.
- 17.24. Traffic on existing roads to and from the Site will increase albeit negligibly as a result of the Scheme. Any increase in traffic flows could lead to the introduction of new sources (or changed discharges) of highway runoff into receiving watercourses. Surface water runoff from roads can contain pollutants such as hydrocarbons, heavy metals and inert particulates which can cause chronic pollution of the water environment if allowed to enter watercourses without the appropriate treatment.
- 17.25. Spillages of pollutants (e.g. oil) on highways can be transported to watercourses via runoff, where they could impact upon ecological life, or infiltrate to ground. The receptors at risk are surface watercourses and groundwater bodies which are considered to be of Medium Sensitivity. Without mitigation the increase in highway spillage risk is considered to have an effect of a Low Adverse magnitude. The significance of effect is Minor Adverse.
- 17.26. Following implementation of the proposed mitigation the residual effect is considered to be Negligible for all negative impacts.

Requirements

Requirement 11 – Surface and foul water drainage

- 17.27. This requirement stipulates that no part of the authorised development may commence until the details of the surface water drainage and (if any) foul water drainage system (substantially in accordance with the outline drainage strategy) for that part has been submitted to and approved by the relevant planning authority. The approved scheme must be implemented.

Requirement 13 – Construction environmental management plan

- 17.28. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.

- 17.29. Temporary drainage will be monitored throughout construction. Specific details will be confirmed in the CEMP. A Water Management Plan (which will form part of a detailed CEMP) will include details of pre, during and post-construction water quality monitoring. This will be based on a combination of visual observations and reviews of the Environment Agency's automatic water quality monitoring network.

18. Air Quality

Summary

- 18.1. The list below outlines the main points arising from the review of the Air Quality chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.17) for the Cottam Solar Project:
- [AQ1] The main risk to air quality will arise during construction of the Scheme on its own. The impact will be multiplied on a cumulative level in the event the other solar schemes were granted development consent.

Policy Context

National Policy

- 18.2. NPS [EN-1] states that the SoS '*should generally give air quality considerations substantial weight where a project would lead to a deterioration in air quality in an area or leads to a new area where air quality breaches any national air quality limits*'.
- 18.3. In all cases the IPC must take account of any relevant statutory air quality limits.
- 18.4. The UK Air Quality Strategy (AQS) identifies nine ambient air pollutants that have the potential to cause harm to human health and two for the protection of vegetation and ecosystems. The AQS defines objectives for these pollutants that aim to reduce the impacts of these pollutants to negligible levels. The objectives are not mandatory but rather targets that local authorities should try to achieve.

Local Policy

- 18.5. Policy S14: Renewable Energy states that whilst renewable energy scheme will be supported, the impacts of the development are deemed acceptable on the amenity of sensitive neighbouring uses by virtue of matters such as air quality.
- 18.6. Policy S53: Design and Amenity requires that all development will not result in adverse noise and vibration taking into account surrounding uses nor result in adverse impacts upon air quality from odour, fumes, smoke, dust and other sources.

Key Impacts

Construction and Decommissioning

Positive

- 18.7. There are no positive impacts from air quality identified during construction or decommissioning.

Neutral

- 18.8. There are no neutral impacts from air quality identified during construction or decommissioning.

Negative

- 18.9. Potential impacts during construction and decommissioning include dust and particulate matter emissions from site activities, such as demolitions, earthworks (particularly during dry months), construction, vehicle movements, or from construction materials.
- 18.10. The main potential effects of particulates/dust are:
- Visual – dust plume, reduced visibility, coating and soiling of surfaces leading to annoyance, loss of amenity, the need to clean surfaces;
 - Physical and/or chemical contamination and corrosion of artefacts;
 - Coating of vegetation and soil contamination; and,
 - Health impacts due to inhalation, e.g. asthma or irritation of the eyes.

- 18.11. All dust effects are considered to be direct, temporary, short-term and reversible in nature. Following the implementation of site-specific mitigation measures, included within the Outline CEMP, the significance of the effects from dust and emissions is considered to be negligible and not significant in EIA terms.

Operational

Positive

- 18.12. There are no positive impacts from air quality identified during operation.

Neutral

- 18.13. There are no neutral impacts from air quality identified during operation.

Negative

- 18.14. There is a potential fire risk associated with certain types of batteries such as lithium ion, which could result in smoke being blown downwind to nearby human and ecological receptors. Whilst there is low risk of adverse effects at the closest receptors, in the case of a fire at the proposed development, good practice safety measures will be implemented. Following the implementation of these measures during an occurrence of fire incident, the effects are determined to be negligible which is not significant in EIA terms.

Cumulative

- 18.15. The Scheme does not include any fixed plant which may give rise to industrial emissions, such as Combined Heat and Power (CHP) or boilers, therefore cumulative effects from industrial emission impacts will be not assessed.
- 18.16. The cumulative traffic air quality effects has been re-assessed by considering other NSIP projects in this locality for similar developments along with planning applications for the same. It is noted that there are a number of other NSIPs in this locality that are at a similar stage to this application; these have not yet attained permission but will be considered within the heading of cumulative impacts.
- 18.17. The anticipated, worst-case, vehicle movements associated with the Scheme, on any single road during the construction phase are forecast to be approximately 115 HGV AAWT movements, and 466 car and LGV AAWT movements. Following conversion from AAWT to AADT for the purposes of air quality assessment criteria consideration, the worst-case flows are anticipated to be 99 HGV movements, and 399 car and LGV movements. Additionally, it should be noted that these numbers do not account for further dispersion of vehicles along different sections of the A15. It can be assumed that these vehicle movements would be split, with some travelling to/from the north and other to/from the south. As such, it is anticipated that the cumulative vehicle numbers would not exceed the 'Indicative criteria for requiring an air quality assessment' detailed within IAQM Guidance on 'Land-use planning & development control: Planning for air quality', January 2017 and, therefore, air quality modelling for cumulative traffic assessment will be not required.

Requirements

Requirement 13 – Construction environmental management plan

- 18.18. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 18.19. Measures in the CEMP will include the implementation of inspection procedures at the Order limits to periodically visually assess any dust and air pollution which may be generated; inspection of maintenance schedules for construction vehicles, plant and machinery; and inspection and recording procedures relating to the level of traffic movements, use and condition of haul routes.

Requirement 21 – Decommissioning and restoration

- 18.20. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.
- 18.21. A dust management plan may be required as part of the DEMP and would detail any dust monitoring required prior to and during decommissioning, including any relevant baseline dust monitoring to be undertaken before activities commence. Records will be kept of all dust and air quality complaints, cause(s) will be identified and appropriate measures to reduce emissions will be taken in a timely manner. A further record will be kept of the measures taken.

19. Waste

Summary

- 19.1. The list below outlines the main points arising from the review of the Waste chapter of the Environmental Statement (Doc. Ref. EN010133/APP/C6.2.20) for the Cottam Solar Project:
- [W1] The Scheme will generate substantial quantities of both construction materials and wastewater. Employee activity will generate commercial, food and sewage waste.

Policy Context

National Policy

- 19.2. Section 5.14 of the NPS [EN-1] requires the SoS to take into account the extent to which the applicant has proposed an effective system for managing hazardous and non-hazardous waste arising from the construction, operation and decommissioning of the proposed development. The SoS should be satisfied that:
- Any such waste will be properly managed, both on-site and off-site.
 - The waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available.
 - Adequate steps have been taken to minimise the volume of waste arisings, and of the volume of waste arisings sent to disposal, except where that is the best overall environmental outcome.
- 19.3. Furthermore, the NPS [EN-1] should ensure that appropriate measures for waste management are applied through the use of obligations and requirements.

Local Policy

- 19.4. West Lindsey do not have any specific policies relating exclusively to waste management. Lincolnshire County Council is responsible for minerals and waste planning in the County. The Lincolnshire Minerals and Waste Local Plan is formed of two parts: the Core Strategy and Development Management Policies and the Site Locations.
- The Core Strategy and Development Management Policies outlines the principles for the future winning and working of minerals and the form of waste management. It also provides the criteria under which we consider minerals and waste development applications.
 - Site Locations includes specific proposals and policies for the provision of land for mineral and waste.
- 19.5. Notwithstanding the above, West Lindsey do have policies in the Central Lincolnshire Local Plan that relate to the minimisation and management of waste.
- 19.6. Policy S10: Supporting a Circular Economy states that a key principle of a circular economy is the design out of waste and pollution. The principle requires businesses and organisations to rethink their supply chain and identify ways that they can avoid creating waste and pollution through their operations. The policy also aims to support proposals which incorporate sustainable waste management onsite.
- 19.7. Policy S11: Embodied Carbon states that assessing the embodied carbon of a project can contribute to other sustainability targets and priorities beside carbon. For example, use of recycled content, recyclability of building materials, and reduced waste materials to landfill can all result from a focus on reducing embodied carbon and also contribute to waste reduction targets.
- 19.8. Policy S20: Resilient and Adaptable Design sets out that adaptable building design avoids, or at least minimises, waste, reduces the use of materials, and reduces overall emissions from the demolition and redevelopment of buildings that are no longer fit for purpose or incapable of being easily changed.

Key Impacts

Construction

Positive

19.9. There are no positive impacts identified during construction.

Neutral

19.10. There are no neutral impacts identified during construction.

Negative

19.11. Construction activities associated with the Scheme are anticipated to result in waste generation, including construction materials and wastewater. Employee activity will generate commercial, food and sewage waste. The total estimated construction, demolition and excavation (CD&E) waste is 77,400-78,100 tonnes over the 24-month construction period (38,700-39,100 tonnes per annum) which is considered a minor magnitude increase for the Local Impact Area.

19.12. The consequent environmental effects from a temporary, medium term, minor magnitude uplift in CD&E waste are:

- A neutral or slight adverse effect on recycling, reuse, and waste treatment handling (which is not considered significant in EIA terms).
- A slight adverse effect on landfill waste handling (which is not considered significant in EIA terms).

Operational

Positive

19.13. There are no positive impacts identified during operation.

Neutral

19.14. There are no neutral impacts identified during operation.

Negative

19.15. It is anticipated that waste arising during operation will be minimal and will predominantly be related to the removal of expired or broken equipment that cannot be repaired, and packing material required for replacement material. Waste electrical or electronic equipment (WEEE) arising from the operation and maintenance of the Scheme is anticipated to be limited to worn or broken photovoltaic panels of a negligible quantity. The total estimated CD&E waste to be generated from the Scheme per annum during operation is 190-191 tonnes. Assuming that waste is handled proportionally between Lincolnshire and Nottinghamshire, this constitutes a negligible magnitude increase in CD&E waste handling. The resulting impacts are:

- A neutral effect on recycling, reuse, and waste treatment handling (which is not considered significant in EIA terms).
- A neutral or slight adverse effect on landfill waste handling, as a result of its future very high sensitivity (which is not considered significant in EIA terms).

Decommissioning

Positive

19.16. There are no positive impacts identified during decommissioning.

Neutral

19.17. There are no neutral impacts identified during decommissioning.

Negative

- 19.18. The Scheme is anticipated to generate substantive WEEE through decommissioning, including photovoltaic panels, batteries, and substation equipment, as well as other smaller quantities of WEEE from supporting electrical infrastructure. The total WEEE generated from the Scheme's decommissioning is 77,000-85,000 tonnes, of which 7,000-14,000 tonnes is known to be considered as hazardous (batteries). Waste handling facilities for landfill waste handling in Nottinghamshire are likely to see a significant adverse effect during the decommissioning of the Scheme and cumulative decommissioning phase as a result of the lack of landfill capacity from the year 2030. Mitigation is expected to reduce the significance of impact to a slight or moderate adverse effect, which is not significant in EIA terms.

Cumulative

- 19.19. For the purpose of assessing waste impacts, the Gate Burton, West Burton and Tillbridge solar projects have been identified. Cumulative waste streams have sought to identify anticipated waste generated across all identified generating stations and their associated cable connections to the National Grid.

Positive

- 19.20. There are no positive impacts.

Neutral

- 19.21. There are no neutral impacts.

Negative

- 19.22. The total estimated cumulative construction, demolition and excavation (CD&E) waste to be generated from the Scheme construction is 271,000 tonnes over the combined construction period, estimated to be the four years from 2024-2028. For this cumulative assessment, waste streams are assumed to be consistent across the four years, and as such the waste generated per annum (67,700 tonnes) equates to an uplift in CD&E waste of 3.2% from the combined estimated CD&E waste for Lincolnshire and Nottinghamshire (2024 base year). This is approximately 1.7 times greater than the individual impact of the Cottam Solar Project. Assuming that waste is handled proportionally between Lincolnshire and Nottinghamshire, the cumulative impacts do not change the level of magnitude of the impacts, and thus do not change the significance of the effects from the assessment of Cottam Solar Project in isolation. As such, a moderate or large adverse effect (which is significant in EIA terms) is identified on landfill waste handling in Nottinghamshire, due to the very high sensitivity of the receptor.
- 19.23. Waste electrical or electronic equipment (WEEE) arising from the operation and maintenance of the cumulatively assessed projects is anticipated to be limited to worn or broken photovoltaic panels. These are not likely more than negligible quantities of hazardous materials, and as such, it is anticipated that there will be a long-term cumulative negligible magnitude uplift to hazardous waste in the Local Impact Area will have the following effects. As such, this does not increase the level of significance of the effects compared to those assessed for the Scheme in isolation.
- 19.24. The level of waste assumed to be generated from decommissioning activities associated with the cumulative projects are anticipated to be 347% more than would be generated for CD&E of the quantity estimated for Cottam Solar Project alone.

Requirements

Requirement 13 – Construction environmental management plan

- 19.25. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 19.26. The types, quantities and final destination of waste generated during the construction phase would be identified, measured and recorded through the CRMP. A register of all waste loads leaving the

Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

Requirement 14 – Operational environmental management plan

- 19.27. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 19.28. A register of waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities, and management methods.

Requirement 21 – Decommissioning and restoration

- 19.29. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.
- 19.30. A Decommissioning Resource Management Plan (DRMP) setting out how measures to manage the disposal of waste from the Order Limits may be required in accordance with relevant legislative and policy requirements at the time of decommissioning. The separation of the main waste streams on-site, prior to transport to approved, licensed third party waste facilities, including Waste Electrical and Electronic Equipment (WEEE) reproprocessors, for recycling or disposal will take place.

20. Minerals

Summary

- 20.1. The list below outlines the main points arising from the review of the Minerals chapter of the Environmental Statement for the Cottam Solar Project (Doc. Ref. EN-010133/APP/C6.2.12):
- [M1] The proposed Cable Route Corridor has the potential to result in operational issues for future mineral operations and might restrict the efficient exploitation of the resource.

Policy Context

National Policy

- 20.2. Section 5.10.9 states that '*Applicants should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place*'.
- 20.3. Furthermore, paragraph 5.10.22 requires the SoS to ensure that appropriate mitigation measures have been put in place to safeguard mineral resources for proposed developments which have an impact on a Mineral Safeguarding Area (MSA).

Local Policy

- 20.4. Similar to waste, West Lindsey do not have any specific policies relating exclusively to minerals planning. Lincolnshire County Council is responsible for minerals and waste planning in the County. The Lincolnshire Minerals and Waste Local Plan is formed of two parts: the Core Strategy and Development Management Policies and the Site Locations.
- The Core Strategy and Development Management Policies outlines the principles for the future winning and working of minerals and the form of waste management. It also provides the criteria under which we consider minerals and waste development applications.
 - Site Locations includes specific proposals and policies for the provision of land for mineral and waste.

Key Impacts

- 20.5. The Scheme is partially within a Mineral Safeguarding Area (MSA) for sand and gravel. The Scheme has three potential impacts for mineral resources and supply. Depending upon the level of disturbance the Scheme has the potential:
- To disturb a mineral deposit to the extent the deposit becomes unviable to exploit;
 - That the presence of the Scheme imposes a constraint on mineral extraction in the local vicinity by physically preventing its exploitation; and
 - That the Scheme would adversely affect the local mineral supply.

Construction, operation and decommissioning

Positive

- 20.6. None identified.

Neutral

- 20.7. In terms of potentially disturbing a mineral deposit to the extent it becomes unviable to exploit, in this case the only identified surface mineral the Scheme affects are sand and gravel deposits. On the basis that the Scheme does not require deep excavations and foundations are limited to galvanised steel poles driven into the ground, disturbance is limited to the surface layers rather than underlying deposits and the Scheme would not affect the long-term viability of working the identified sand and gravel resource.

- 20.8. There are no permitted or proposed mineral extraction sites within close proximity that might be affected by the Scheme. Current assessments report that there is no need for new sites to come forward during the plan period up to 2031. Furthermore, on the basis that the Scheme will be decommissioned at the end of its operational life, any minerals would not be permanently sterilised and would be available to exploit if required at a future date. Thus, there is not considered to be any conflict with the relevant mineral safeguarding policies and the Scheme would not constrain mineral extraction in the local vicinity.
- 20.1. The Scheme will be decommissioned at the end of its (approximately 40 year) operational life and all above ground structures will be removed and the land restored. Such measures will essentially restore the baseline condition for the identified mineral resources. Any minerals would not be permanently sterilised and would be available to exploit if required at a future date. Where infrastructure is left in the ground (such as cable ducts after decommissioning) these are not anticipated to present any significant constraint to future mineral extraction and would be removed as part of the removal of overburden or extraction of mineral with the same excavation equipment.
- 20.2. In view of the current policies of the Mineral Planning Authority, the current sand and gravel landbank and the extensive areas covered by the Area of Search, it seems highly unlikely that the sand and gravel reserve partially underlying the Scheme will need to be worked within the lifetime of the Scheme. Therefore the Scheme is not considered to have a significant impact on the potential sand and gravel supply in the County during the life of the Scheme.
- 20.3. In terms of petroleum exploration and development, it is not considered that the proposed Scheme would have any implications for existing or proposed exploration and eventual exploitation of oil and gas resources. Solar arrays and associated development are not considered to be sensitive adjoining land uses to an oil well. Whilst together the solar array Sites occupy a large area, they are not a single block of land and are dispersed across a large area thus there is still scope for exploratory drilling across the Petroleum Exploration and Development License area. The method of petrochemical extraction involves limited surface development that could be located outside the solar array Sites and still allow extraction of the mineral beneath those Sites.

Negative

- 20.4. The proposed Cable Route Corridor, particularly in the Trent Valley, however, does have the potential to result in operational issues for future mineral operations and might restrict the efficient exploitation of the resource. This impact has been mitigated wherever possible by cable routes following existing infrastructure corridors or edges of significant landscape features rather than directly crossing open fields. Such an approach avoids creating a further obstruction to the future exploitation of the mineral resource.

Cumulative

- 20.5. Notable substantial projects in close proximity to the Scheme that have the potential to impact on mineral resources are:
- Gate Burton Energy Park;
 - West Burton Solar Project; and
 - Tillbridge Solar.

Positive

- 20.6. None identified.

Neutral

- 20.7. In terms of the direct impact on the mineral reserves affected by the Scheme, there are no other plans or proposals for other developments that directly affect these deposits.
- 20.8. The Applicant has worked with West Burton Solar Project and with Gate Burton Energy Park to establish a Shared Cable Route Corridor to minimise the overall impact. Without this mitigation multiple cable routes across this safeguarded reserve would further bisect it adding further constraints to any future mineral working and whilst not actually physically sterilising any mineral deposit might make areas uneconomic to work.

- 20.9. The potential cumulative impact is considered small as these proposals only affect a relatively small area of an extensive area of search for the lifetime of each of these proposals. The cumulative impact of this Scheme, in combination with the West Burton Solar Project and Gate Burton Energy Park is not considered to have a significant adverse impact on the supply of sand and gravel within Lincolnshire.
- 20.10. The Tillbridge Solar scheme does not appear to affect any safeguarded mineral deposits. The site does appear to fall within the mineral consultation zone for 2 oil wells near Glentworth; these are site specific considerations and there are no cumulative impacts arising from this development.

Negative

- 20.11. The Cable Route Corridors linking the solar array Sites to the former Cottam Power Station site overlap with proposed cable corridors for Gate Burton Energy Park, and for a short distance, also with the cable corridor for the proposed West Burton Solar Project. Much of the overlap is within an area of safeguarded sand and gravel reserves associated within the Trent Valley.
- 20.12. Any other proposals for development that sterilise safeguarded mineral resources, particularly those also identified as Area of Search for sand and gravel in the Lincolnshire Minerals and Waste Local Plan, could have an impact on the supply of sand and gravel within Lincolnshire.
- 20.13. The West Burton Solar Project consists of a number of parcels of land, one of which lies to the west of the Sheffield to Lincoln Railway Line, south east of Marton and east of Brampton. This part of the West Burton Scheme does lie within the Area of Search for sand and gravel.
- 20.14. The Gate Burton Energy Park scheme extends west from Willingham by Stow to Gate Burton and Knaith in the west. The proposed extent of this development does mean that it also covers the same Area of Search for sand and gravel.

Requirements

- 20.15. There are no requirements related to minerals.

21. Other Environmental Matters

Summary

21.1. Chapter 21: Other Environmental Matters of the ES (Doc. Ref. EN010133/APP/C6.2.21) describes and assesses the potential effects of the Scheme on:

- Electromagnetic Fields;
- Telecommunications, Utilities and Television;
- Light Pollution;
- Human Health; and
- Major Accidents and Disasters.

Policy Context

National Policy

Electromagnetic Fields

21.2. Paragraph 2.10.5 of NPS EN-5 states that the '*National Radiological Protection Board (NRPB) (now part of HPA CRCE), published advice on limiting public exposure to electromagnetic fields. The advice recommended the adoption in the UK of the EMF exposure guidelines published by ICNIRP in 1998. These guidelines also form the basis of a 1999 EU Recommendation on public exposure and a Directive on occupational exposure. Resulting from these recommendations, Government policy is that exposure of the public should comply with the ICNIRP (1998) guidelines in terms of the EU Recommendation. The electricity industry has agreed to follow this policy.*

Light Pollution

21.3. Paragraph 185(c) of the NPPF 2021 states that decisions should '*limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.*

Human Health

21.4. Section 4.13 of the NPS states that energy projects have the potential to have an impact on human health. The aspects of schemes which are most likely to have an impact on human health are subject to separate regulation (for example for air pollution) which will constitute effective mitigation of them, so that it is unlikely that health concerns will either constitute a reason to refused consents or require specific mitigation under the Planning Act 2008. However, the IPC will want to take account of health concerns when setting requirements relating to a range of impacts such as noise.

Major Accidents and Disasters

21.5. The EIA Regulations require consideration to be given to the risks of major accidents and disasters.

Local Policy

21.6. The 4th Lincolnshire Local Transport Plan (LTP4) covers the period 2013/14-2022/23. At the time of writing, this is in the process of being replaced by the 5th Local Transport Plan (LTP5). Theme 4 'Supporting safety, security and a healthy lifestyle' states that there is a need to reduce the impacts of air quality, noise and light pollution.

21.7. Policy S54 of the Central Lincolnshire Local Plan notifies applicants that the potential for achieving positive mental and physical health outcomes will be taken into account for all schemes. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

Key Impacts

Construction, operation and decommissioning

Positive

- 21.8. No positive impacts identified.

Neutral

- 21.9. The vulnerability of the Scheme to flooding has been mitigated through embedded design measures to avoid building critical infrastructure in areas where there is a greater than 1 in 1,000 annual probability of flood risk. Elsewhere on the Sites, where works are able to be built compatibly with flooding of up to a depth of 1m, the vulnerability of construction workers and equipment is mitigated through embedded measures through the Outline Construction Environmental Management Plan [EN010133/APP/C7.1]. These include the requirement for contractors to produce a Flood Risk Management Action Plan/Method Statement which will provide details of the response to an impending flood and include the following. These measures are to be secured through Requirement in the DCO.
- 21.10. The review of climate change resilience set out in ES Chapter 7: Climate Change [EN010133/APP/C6.2.7] identifies that the impacts of increased rainfall events, winter precipitation, and increased probability of extreme weather events on the Scheme's construction is anticipated to be medium to high magnitude. However, given the timescale of construction, it is not anticipated these events will be significantly more likely than the baseline, and as such, the anticipated impacts are not severe and are not significant. These impacts are likely to be of a greater (high) magnitude during operation and decommissioning as a result of future baseline conditions. That notwithstanding, the level of effect to the Scheme identified as not significant.

Negative

- 21.11. No negative impacts identified.

Cumulative

- 21.12. Cumulative effects have been assessed in relation to the interaction between the Scheme and three identified solar NSIPs in the vicinity. These are West Burton Solar Project, Gate Burton Energy Park, and Tillbridge Solar Park. Cumulative effects have been assessed in each of the supporting chapters to this human health assessment and are therefore summarised below.

Positive

- 21.13. The uplifts in employment and skills training and education opportunities are anticipated to have significant beneficial effects on human health and wellbeing as a result of improved measures of indices of multiple deprivation. The level of significance is not however anticipated to be increased by cumulative effects.

Neutral

- 21.14. The risk of fire from the BESS during construction and decommissioning is negligible due to the containerised construction of the storage units, thus reducing the risk of damage to battery cells which may cause fires. Furthermore, risks associated with damage to battery cells is likely to be isolated and so risk of larger fires is reduced.

Negative

- 21.15. Cumulative effects during construction on long distance recreation routes are anticipated to have a peak cumulative moderate adverse effect, specifically on the Trent Valley Way. This has a secondary impact on public health and wellbeing as a result of decreased desirability and use of a recreational walking route.
- 21.16. The residual cumulative effects on other human health receptors, such as access to primary healthcare, disability and long-term health, self-assessed health, and on access and use of outdoor recreation centres for adults and for youths are not anticipated to be significant.

Requirements

Requirement 13 – Construction environmental management plan

- 21.17. Under this requirement, no part of the authorised development may commence until a construction environmental management plan (which must substantially accord with the outline construction environmental management plan) has been submitted to and approved by the relevant planning authority. All construction works associated with the authorised development must be carried out in accordance with the approved construction environmental management plan.
- 21.18. The types, quantities and final destination of waste generated during the construction phase would be identified, measured and recorded through the CRMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

Requirement 14 – Operational environmental management plan

- 21.19. Requirement 14 – Operational environmental management plan: Before the date of final commissioning of the authorised development, an operational environmental management plan (which must substantially accord with the outline operational environmental management plan) must be submitted to and approved by the relevant planning authority. The operational environmental management plan must be implemented as approved.
- 21.20. A register of waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities, and management methods.

Requirement 21 – Decommissioning and restoration

- 21.21. This requirement provides that within 12 months (or such longer period as agreed with the relevant planning authority) of the date the undertaker decides to decommission any part of the authorised development, the undertaker must submit to the relevant planning authority for its approval a decommissioning environmental management plan for that part which substantially accords with the decommissioning statement. No decommissioning works must be carried out until the relevant planning authority has approved the plan submitted in relation to such works. The plan submitted must be implemented as approved. This requirement is without prejudice to any other consents or permissions which may be required to decommission any part of the authorised development.
- 21.22. A Decommissioning Resource Management Plan (DRMP) setting out how measures to manage the disposal of waste from the Order Limits may be required in accordance with relevant legislative and policy requirements at the time of decommissioning. The separation of the main waste streams on-site, prior to transport to approved, licensed third party waste facilities, including Waste Electrical and Electronic Equipment (WEEE) reprocessors, for recycling or disposal will take place.

22. Cumulative Effects

Summary

- 22.1. [CE1] Unlike the ES for the Gate Burton scheme, which includes a 'Cumulative Effects and Interactions' chapter, there is not an individual cumulative effects chapter of the Cottam ES. Whilst it is noted that the cumulative effects are considered in each chapter, the presentation of the cumulative effects could have been made clearer by including an individual chapter.
- 22.2. [CE2] The key impact on cumulative effects would be from the proposed Gate Burton, Tillbridge and West Burton solar farms that are located within West Lindsey alongside the Scheme.
- 22.3. [CE3] There are several discrepancies between the Environmental Statements (ES) for Cottam and Gate Burton. This is particularly relevant to the cumulative effects assessments which state conflicting levels of impacts.
- 22.4. [CE4] The Cottam ES states that there will be beneficial or neutral cumulative landscape impacts during the operational phase of the developments. This is in conflict with Chapter 10: Landscape and Visual Amenity of the Gate Burton ES (Doc Ref. EN010131/APP/3.1) which assesses adverse cumulative effects states:
- '10.12.6 During operation, cumulative effects from the Scheme and Cottam Solar Project or Tillbridge Solar Farm are considered **Minor adverse**. Cumulative effects with West Burton Solar Project are **Moderate adverse** which is considered significant.
- 10.12.7 West Burton Solar Project, Cottam Solar Project, Tillbridge Solar Farm and the Scheme has as a combined cumulative impact on landscape of **Moderate adverse**, which is considered significant. Given the proximity of the Scheme with these other solar projects, and the combined scale, the Applicant has worked in partnership to identify areas where projects can collaborate to manage environmental effects.'
- 22.5. [CE5] The cumulative landscape impact assessed in the landscape and visual assessment in contradiction of the findings in other chapters of the ES. This includes the socio-economic chapter which recognises the 'a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets'.

Policy Context

- 22.6. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA regs) (regulation. 21) require the decision maker, when deciding to make an order granting development consent, to reach a reasoned conclusion on the significant effects of the proposed development on the environment following an examination of the environmental information provided. The conclusion reached must be to up to date at the time that the decision is made. Schedule 4 of the EIA regs require a description of the likely significant effects of the proposed development on the environment, including cumulative effects. The policy requirements to consider cumulative impacts are set out in adopted National Policy Statement EN-1 (NPS EN-1). Paragraph 4.2.1 reiterates the requirements of the EIA regs set summarised above.
- 22.7. NPS EN-1 paragraph 4.2.5 states that: 'When considering cumulative effects, the ES should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development The current NPS EN-1 directs the decision maker to consider 'how the accumulation of, and interrelationship between, effects might affect the environment, economy or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place'.
- 22.8. Paragraph 5.12.3 of Section 5.12 (Socioeconomics) identifies the potential cumulative impact of development proposals. It notes that if development consent were to be granted to for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region.
- 22.9. Draft NPS EN-1 notes that when 'considering any proposed development, in particular when weighting its adverse impacts and its benefits, the Secretary of State should take into account: [..]

its potential adverse impacts, including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts. In this context, the Secretary of State should take into account environmental, social and economic benefits and adverse impacts, at national, regional and local levels’.

Key Impacts

- 22.10. WLDC has significant concerns regarding the potential cumulative impact of the Cottam Solar project with the Gate Burton, West Burton and Tillbridge NSIPs.
- 22.11. Whilst Cottam will be assessed on its own merits, the status of Gate Burton and West Burton as applications in examination and pre-examination (due to commence examination shortly) respectively results in a need to thoroughly examine the impacts of these NSIPs with each other. The Tillbridge scheme must also be considered in the decision making process.
- 22.12. Table 22-1 below provides a summary of the key cumulative impacts associated with Cottam and the other proposed solar schemes which are located with the boundary of WLDC.

Table 22-1 – Cumulative Impacts

Topic	Impact
Landscape and Visual	It has been assessed that there would be neutral impact on the following landscape receptors: Land use; Communications and Infrastructure; Settlements, Industry, Commerce and Leisure; Public Rights of Way and Access; Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens;
	It is assessed that there will be a beneficial effect with regards to the follow landscape receptors: Topography and watercourses; Nationally and Locally Designated Landscapes; and Ancient Woodlands and Natural Designations.
	The Landscape and Visual Amenity chapter states that it has identified ‘at worst Minor adverse effects on landscape during construction for the following projects: West Burton Solar Project, Cottam Solar Project, Cottam Power Station demolition, and Stow Park Road Residential Development’.
	Furthermore, during the operational phase, it has been assessed that the cumulative effects from the Scheme and Cottam Solar Project or Tillbridge Solar Farm are considered Minor adverse. Cumulative effects with West Burton Solar Project are moderate adverse which is considered significant.
	The cumulative landscape assessment in the Gate in the Gate Burton West Burton Solar Project, Cottam Solar Project, Tillbridge Solar Farm and the Scheme has as a combined cumulative impact on landscape of moderate adverse, which is considered significant. Given the proximity of the Scheme with these other solar projects, and the combined scale, the Applicant has worked in partnership to identify areas where projects can collaborate to manage environmental effects.
Ecology and Nature Conservation	Several designated sites were located close to the Shared Cable Route Corridor, particularly Coates Wetland LWS, Trent Port Wetland LWS (which occur close to the proposed River Trent crossing point) and Cow Pasture Lane Drains LWS. It is proposed that these sites are protected through the use of Horizontal Directional Drilling. In which case, a simultaneous or sequential cable installation programme should not cause any cumulative impacts.
	An 18 month cable works programme for the simultaneous installation option would enable habitats removed/disturbed by the works to be reinstated in reasonable time, as assessed above in this Chapter. None of the habitats recorded within the field surveys were of such value as to mean they could not withstand some temporary loss from a working width, or that wider effects would be caused.
	A sequential programme over five years would be expected to give rise to a cumulative adverse effect, considering the need for the compounds, jointing bays, haul routes etc to remain in place for five years. Although, the trenching works could be completed and remediated as a priority given that cable pulling could be carried out at any time once the ducts are installed. This would minimise the number of hedgerow incursions which would need to remain in place, limiting them to haul route gaps only. Consequently, the sequential

	<p>programme would have greatest impact on hedgerow habitat, followed by grasslands including semi-improved grassland and lowland floodplain grassland.</p>
Transport and Access	<p>Traffic flows associated with the cumulative schemes will only affect links in the study area that have a low sensitivity. These roads are less sensitive to change compared to the more local/rural roads within the network, which will not be affected by the cumulative schemes. The percentage change on these roads is low. It should also be noted that it is incredibly unlikely that a scenario will occur whereby all cumulative schemes are constructed at the same time.</p>
	<p>The cumulative effects on the local highway network surrounding the Grid Connection Route will also be low, as the cumulative Schemes will not use the same routes. It should be noted that sections of the Grid Connection Route for the Scheme will be shared with Gate Burton and West Burton, although the residual effects will not change as a result of this.</p>
	<p>Based on Gate Burton's ES, if the Cottam, Gate Burton, Tillbridge and West Burton solar farm proposals were to commence at similar times, a worst case scenario would result in approximately 160 HGV vehicles using the local road network per day if peak construction was to coincide with all four schemes.</p>
	<p>Any overlaps between the construction vehicle trips associated with the Scheme and other schemes are likely to be primarily confined to wider strategic routes. Other schemes are not likely to contribute to the effects on transport and access receptors (including the A156, Kexby Lane, Willingham Road, Marton Road, and the A1500 in Lincolnshire and Cottam Road, Headstead Bank, Broad Lane, Cow Pasture Lane and Town Street in Nottinghamshire)</p>
Socio-Economic and Land Use	<p>The combined effect of the construction of the cumulative developments is likely to bring considerable additional employment to the local economy.</p>
	<p>If all the schemes are to be realised at the same time, there will be considerable additional employment demand from some of the cumulative schemes. Most cumulative schemes, however, will not generate considerable operational employment due to their nature as infrastructure or utilities projects.</p>
	<p>In considering the significant workforce requirements for all the Schemes, particularly if all four proposed solar farms in West Lindsey were granted, there are concerns over whether there is a sufficient workforce nationally to meet demand. It can therefore be surmised that if the workforce and skills are divided between the projects, then the construction period for the schemes could go beyond the 24 months proposed in the ES.</p>
	<p>The Applicant considers that the Scheme will result in 17 FTE agricultural sector jobs. For West Burton the estimate is 13 and for Gate Burton the estimate is 2. this would see the loss of at least 32 FTE agricultural sector jobs in West Lindsey. However, these figures do not take into account contractor services related to the farm business in the area.</p>
Cultural Heritage	<p>Cumulatively, there is a significant impact to the setting of a designated heritage asset is at the Thorpe medieval settlement Scheduled Monument (NHLE 1016978), this being due to the close proximity of elements of the Cottam 1 Site.</p>
	<p>There are also minor adverse effects on several designated and undesignated historic assets including scheduled monuments; listed buildings; registered parks and gardens; and views from the Lincoln Cliff. These are set out in the cultural heritage chapter.</p>
	<p>The proposed Cottam Solar Project and West Burton Solar Project will contribute to the impact identified in this assessment on the Grade I listed Church of St Mary at Stow (1146624) through additional development within its wider landscape setting.</p>
Human Health and Wellbeing	<p>There will be cumulative effects during construction on long distance recreation routes that are anticipated to have a peak cumulative moderate adverse effect, specifically on the Trent Valley Way. This has a secondary impact on public health and wellbeing as a result of decreased desirability and use of a recreational walking route.</p>

The construction of Cottam, Gate Burton and West Burton could create a peak of 1,886 workers, which could have implications on access to healthcare services. It must be noted that this does not take into account the approximate 500 FTE workforce required for Tillbridge. This has not been considered in the cumulative effects chapter.

Shared Grid Connection Corridor

- 22.13. Part of the Gate Burton Energy Park cable route and West Burton Solar Project cable route are proposed to be located within the cable route corridor for the Scheme's cable circuits (the Shared Cable Route Corridor). This is identified as Work No.6B on the Works Plans. The cumulative environmental effects of the simultaneous or sequential construction of these cable circuits have been assessed in this ES. This is in order to seek to minimise potential environmental effects and identify the benefits of combined construction activities.
- 22.14. The DCO Application will seek development consent for the Scheme's cable circuits only. The proposed West Burton DCO Application will seek development consent for its cable, and the proposed Gate Burton DCO Application will seek development consent for its cable. Part of the cable route corridors for all three projects are proximate to each other, however, it has not yet been determined exactly where each cable circuit will be micro-sited or the exact crossing point(s). For this reason, the Shared Cable Corridor shown as Work No. 6B on the Works Plans is wide enough to accommodate all three cable circuits. The exact location of the Scheme's cable circuits within the Shared Cable Corridor will be determined at the detailed design stage post DCO consent in collaboration with the promoters of the Gate Burton Energy Park and the West Burton Solar Project. Where appropriate and practicable to do so, the intention of the Applicant and the promoters of the Gate Burton Energy Park and the West Burton Solar Project is to coordinate the discharge of any pre-construction requirements relating to works in the Shared Cable Corridor. It is anticipated that there will be no significant cumulative operational effects, associated with the cables once they are constructed and the land re-instated, that need to be assessed in this ES. The construction and decommissioning phases have been assessed.
- 22.15. There are two cumulative scenarios have been considered for each environmental aspect:
- i. The construction of all three projects' ducts and cables at the same time, within the same construction programme. The ES assumes an 18 months duration for this. In this scenario, the likely construction method would be for all three projects' ducts to be installed at the same time, but the cables would all then subsequently be 'pulled through' separately, at the appropriate time during the construction programme for each individual project. An assessment of all ducts dug and installed together in the early period of the 18 month construction period, and three lots of separate cable-pulling activities over the 18 month construction period has been considered. For cable duct construction assumed works for all three projects consist of haul road, compounds / laydown areas, bridge crossings (bailey bridges), horizontal drilling activities and associated laydown areas. For cable pulling the assessment has assumed the haul road, compounds / laydown areas have remained in situ; and that the additional works associated with the cable pulling is the construction of the joint bays and communications chambers.
 - ii. The installation of each projects' ducts and cables, sequentially over a 5 year period. Over this period, it is assumed that haul roads, laydown areas / compounds and bridges remain in situ for the 5 year period. This would represent a worst case scenario from an assessment perspective given the potential for on-going construction activities over this period.

Summary

- 22.16. The 18 month period for the installation of the cables for all the schemes is six months less than the 24-36 months predicted under the Gate Burton ES. This suggests there is limited understanding of the construction phases between the three projects.
- 22.17. The Applicant states that it is their intention of the Scheme to coordinate the discharge of any pre-construction requirements relating to works in the Shared Cable Corridor. This is not secured under the DCO and therefore there is no obligation for the Applicant to coordinate the discharge of requirements if it does not suit them.

22.18. The shared Grid Connection will also include Tillbridge; however, this is not included in the assessments in the ES.

Other Key Projects Under Development

22.19. There are several key developments that will have an interrelationship with the Gate Burton. The Applicant has identified some of the schemes in its ES.

22.20. The projects that the Councils consider of substantive relevance to cumulative impacts of the Scheme in Table 19-2.

Table 22-2 – Solar and Other Energy Developments in Proximity to the Development Site

Name	Location	Grid Connection Agreement	Comment
Gate Burton Energy Park	West Lindsey and Bassetlaw	Approx. 500	Application by Gate Burton Energy Park Limited (Low Carbon Group Limited). Shares same Grid Connection Corridor with the Cottam, Tillbridge and West Burton Scheme. Currently in examination phase.
West Burton Solar Project	West Lindsey and Bassetlaw	Approx. 500	Application by Cottam West Burton Solar Project Limited (Island Green Power). Currently in examination phase. Shares same Grid Connection Corridor with the Cottam, Tillbridge and Gate Burton Scheme.
Tillbridge Solar Project	West Lindsey and Bassetlaw	Approx. 500	Application by Tillbridge Solar Limited. Shares same Grid Connection Corridor with the Cottam, West Burton and Gate Burton Scheme. The application is expected to be submitted to the Planning Inspectorate Q4 2023. After receipt of the application, there will be 28 days for the Planning Inspectorate (PINS) to review the application and decide whether or not to accept it for examination. If the application is accepted, PINS will confirm the timescale within which people can register to become an Interested Party by making a Relevant Representation.

Major Energy Projects in the East Midlands

22.21. There are other major energy projects taking place around the region that would likely require some of the same skills and workforce needed for the construction of this project as set out in the table below. In its impact assessment of this project, the applicant has not considered the implications of these other projects, and the cumulative impact of the projects on the local and regional workforce availability for businesses in the area.

Table 22-3 – Energy NSIPs in the East Midlands listed by the Planning Inspectorate

Project	Developer	Stage
Oaklands Farm Solar Project	Oaklands Solar Farm Limited	Pre Application
Beacon Fen Energy Park	Beacon Fen Energy Park Limited	Pre Application
Springwell Energy Farm	Springwell Energy Farm Limited	Pre Application
Temple Oaks Renewable Energy Park	Ridge Clean Energy Limited	Pre Application
Outer Dowsing Offshore Wind (Generating Station)	Total Energies and Corio Generation	Pre Application

Triton Knoll Offshore Wind Farm	Triton Knoll Offshore Wind Farm Limited	Decided
Triton Knoll Electrical System	Triton Knoll Offshore Wind Farm Limited	Decided

23. Conclusion and Summary

Conclusion

- 23.1. The Cottam Solar Project will have multiple impacts on West Lindsey District Council (WLDC). This report has identified the positive, neutral and negative impacts of the Scheme that have been identified in the Environmental Statement (ES) submitted by the Applicant.
- 23.2. WLDC accept that, based on the information available at the time of the drafting of the ES, the Applicant has considered the cumulative effects of other proposed schemes in the West Lindsey area. This report has sought to highlight the scale of these cumulative impacts of the Scheme when considered in association with the other proposed solar schemes in the West Lindsey district. This includes Gate Burton, Tillbridge and West Burton.
- 23.3. There are clearly positive impacts of the Scheme, particularly from a climate change perspective; however, it is considered that there are negative impacts for the majority of the ES topics and the Scheme will have a detrimental impact on West Lindsey.
- 23.4. Notwithstanding the above, this LIR has identified points of clarification which must be addressed, this includes inconsistencies between the assessments in chapters within the ES and also with other schemes in the area.
- 23.5. The key topics that are considered to be of particular concern area set in the subheadings below and provides a brief description of the key impacts which will affect West Lindsey. WLDC will reserve providing their position on the Scheme and will provide it as part of the Written Representation.

Alternatives and Design Evolution

- 23.6. The Applicant has set out their approach to identifying alternative sites and the design approach that was taken during to production of the application.
- 23.7. The Applicant has used a 20km radius from the point of connection at the Cottam power station. This is more than double the size of the search area used by Gate Burton and is 33% larger than the search area used by West Burton.
- 23.8. It has been set out that a minimum of 40 hectares is required for a site to be economically viable. This site seems arbitrary and a similar site parameters were not applied to the Gate Burton scheme.

Landscape and Visual Impact Assessment

- 23.9. The Applicant has assessed the landscape impact on West Lindsey would be beneficia, including on a cumulative scale; however, within the Cultural Heritage chapter the Applicant recognises that the Scheme will *'have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets'*. These two assessments appear to be in conflict.
- 23.10. Furthermore, the Gate Burton scheme has assessed a cumulative moderate adverse impact based on the same schemes. The design of the Scheme relies on a 'network of sites' which will blot the landscape for decades and does not follow a contiguous site area. This does not demonstrate the contiguous design which has been implemented on the Gate Burton scheme.
- 23.11. The conclusion provided on the impact of the Scheme being cumulative is therefore in conflict with the assessment undertaken by a similar scheme within West Lindsey.

Ecology and Biodiversity

- 23.12. During construction, the Scheme will result in the loss, degradation and fragmentation of habitats. It will also cause disturbance the flora and fauna of West Lindsey. There is also the potential that the Scheme would introduce invasive species.

23.13. Operational impacts of the Scheme could include light disturbance to bats and birds. There is also the potential that Battery and Energy Storage System (BESS) will generate noise attraction or disturbance.

23.14. Maintenance activities could also have an impact on ecological receptors.

Socio Economics, Tourism and Recreation

23.15. The Applicant recognises that there is a limited accommodation in the Local Impact Area. This will result in an oversubscription during the peak construction months meaning that there will not be enough temporary accommodation. This impact would be amplified if the cumulative schemes were to be constructed at the same time.

23.16. As set out above, the Applicant recognises that during the operational the Scheme will have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets. This, along with construction impacts, will also mean reduced spending in the visitor and tourism economy.

23.17. There will also be a loss of agricultural jobs that are unlikely to return after nearly half a century.

23.18. The Applicant estimates that there are 17 FTE agricultural job losses; however, this does not take into account the contractor services that are employed by the affected farm businesses.

Cultural Heritage

23.19. The Scheme will have an impact on several designated and undesignated heritage assets.

23.20. Although some of the affects are considered not significant, there a multiple slight adverse impacts which, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Transport and Access

23.21. Traffic during the construction of the Scheme is a key concern. Whilst this Scheme would likely be acceptable given the contained nature of the site, it is the cumulative effects that would impact West Lindsey if the Cottam, Tillbridge and West Burton schemes where all to be in their construction periods at the same time.

23.22. The cumulative construction traffic routes are shown clearly at Appendix B and demonstrate the impact on the West Lindsey with the majority of the district affected.

Hydrology, Flood Risk and Drainage

23.23. There is a potential for several impacts from the Scheme where the cable corridor crosses the River Trent, Seymour Drain, Marton Drain and several unnamed watercourses. The ES states that Grid Connection Corridor will be constructed beneath the channels of the watercourses via HDD techniques. This therefore causes there to be a potential impact to the water quality of the watercourses.

Noise and Vibration

23.24. The Scheme will result in noise and vibration impacts which would be result of from construction activities and construction traffic. The cumulative impacts from construction could be compounded if the other solar schemes of Gate Burton, Tillbridge and West Burton were being constructed at the same time as the

Summary

23.25. Table 23-1 below provides a tabulated form of all the impacts by topic, including the cumulative impacts related with that topic.

Table 23-1 – Impacts Summary Table

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
Landscape and Visual Impact Assessment	Positive	None	During the Operation Stage, there would be minor beneficial effects to topography and watercourses since there would be some change to the landscape as a result of the proposed mitigation measures. Similarly, there would be negligible beneficial impacts to Nationally and Locally Designated Landscapes for this same reason.	None	The ES states that there would be a noticeable, but minor, beneficial effect resulting from the cumulative implementation and maturation of landscape mitigation planting on the following landscape receptors: Topography and watercourses; Nationally and Locally Designated Landscapes; and Ancient Woodlands and Natural Designations. The assessment that there will be a beneficial impact on a cumulative scale is questionable.
	Neutral	There are no likely significant in-combination landscape effects regarding National and Regional Landscape Character Areas during the construction, operation and decommissioning stages. There will be no discernible improvement or deterioration to the existing landscape character of the topography and watercourses.	See Construction.	See Construction.	There would be a neutral impact resulting from the Cumulative Developments on the following landscape receptors: Land use; Communications and Infrastructure; Settlements, Industry, Commerce and Leisure; Public Rights of Way and Access; Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens.
	Negative	There is potential for likely significant adverse visual effects at the construction stage in combination with noise and dust effects at the viewpoint receptors, residential receptors, transport receptors and PROW receptors. With the viewpoint receptors, there is also overlap with the Cultural Heritage topic area and there is potential likely significant visual effects in combination with effects to Cultural Heritage receptors.	There are likely significant in-combination landscape effects at the construction and operation (Year 1) stages for the substation generating stations. These effects would be Adverse with a Moderate significance of effect.	See Construction.	None stated
Ecology and Biodiversity	Positive	None	Water quality is expected to significantly increase due to the reversion to permanent grassland under the array (reduced sediment run-off) and cessation of fertiliser and pesticides. The cessation of intensive farming is likely to benefit brown hares as a result of the lack of disturbance; solar panels also provide sheltering features. Badgers are likely to benefit from improved abundance of food items within the grassland under the arrays.	The restoration of the land to arable farmland would likely be beneficial for some species of farmland bird which require open sightlines, as well as for plant species associated with arable margins.	None stated
	Neutral	It is unlikely that any impacts on any designated sites will arise. No loss of woodland is anticipated in relation to the array construction.	Unlikely to be any impacts beyond the low possibility of contamination or sediment mobilization. Impacts on reptiles and amphibians are likely to be minimal, considering the adoption of ecological buffer zones and the restriction of development and vehicle movement to outside of	Decommissioning would be expected to have similar (or no worse) effects as construction. Depending on the ecological value of the habitats that develop over the lifespan of the scheme, certain areas may be retained on decommissioning.	The designated sites which were at risk of significant impacts from the Scheme were located substantially distant from the other three solar proposals; no cumulative impacts are likely to occur. Buffer zones protecting marginal habitats will be instigated in all cases.

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
		<p>The potential for loss of hedgerows/trees is very limited as the design process has reduced the clearance required.</p> <p>A total of 12 new hedgerow gaps, with 10 ditch crossings will measure between 3-6.5m wide. In the context of the Scheme's hedgerow network (approximately 65km), such losses are proportionately extremely small.</p>	<p>these. It is also unlikely that habitats within which breeding birds nest will be degraded.</p> <p>Perimeter fencing is not considered a barrier to badger movement.</p> <p>Should invasive species be present, impacts are considered unlikely due to the buffering of peripheral habitats.</p>		
	Negative	<p>There is a possibility of pollution events impacting designated sites due to the Scheme lying partially within the Laughton Common SSSI catchment. Contaminants may be discharged accidentally into watercourses during construction however the streams and ditches all drain into watercourses which are downstream of the SSSI.</p> <p>LWS are located close to the Shared Cable Corridor –prolonged trench opening may exacerbate fragmentation and degradation through any pollution events.</p> <p>Approximately 180-420m of hedgerow may be affected by the cabling works.</p> <p>Direct habitat loss is also associated with changes in the land use resulting from the Scheme.</p> <p>Direct and indirect impacts from the Scheme will also result in a reduction in the condition of a habitat and its suitability for some species it supports.</p> <p>There is also the risk of direct impacts on species populations associated with mortalities due to construction activities.</p> <p>The activities associated with construction may also facilitate the introduction of invasive species.</p>	None	<p>Much of the biodiversity value which will develop during operation may be lost. In order to revert back to arable use, it may be necessary to enhance the nutrient content of the soil – likely achieved through fertilisers. However, this is highly unlikely to be required and an increase in soil fertility is likely to arise.</p> <p>An increase in the use of pesticides and herbicides are also expected.</p> <p>Based upon current (2022) legislative protection, protected species which could be directly impacted by decommissioning activities would include badgers, water vole, otter, great crested newts, reptiles (grass snake) and breeding birds.</p>	None stated
Socio Economics, Tourism and Recreation	Positive	<p>The anticipated inbound of construction workers has the potential to increase accommodation occupancy rates, with significant beneficial effects on the Local Impact Area.</p> <p>The Scheme will also result in moderate-minor beneficial effects to the local construction economy and minor beneficial effects to the regional construction economy.</p> <p>The use of temporary accommodation could lead to an increase in accommodation employment and likely to lead to an uplift to the accommodation sector economy. This represents an increase in the local accommodation and food services economy, resulting in a moderate-minor beneficial effect.</p>	<p>Beneficial impacts will be felt to the local and regional employment sectors.</p> <p>There are also beneficial effects anticipated to the agriculture, mining, electricity, gas, water and waste (ABDE) grouped sector economy.</p>	The direct employment from decommissioning is likely to benefit the construction employment sector.	<p>The anticipated cumulative uplift in need for temporary accommodation for inbound construction workers is likely to result in a moderate beneficial effect to the local accommodation and services sector economy, which is a significant effect. Minor beneficial effects will also occur to the Regional Impact Area.</p> <p>The cumulative uplift in construction employment will also have a moderate beneficial effect to the Local Impact Area, which is a significant effect. Minor-moderate beneficial effects will also occur to the Regional Impact Area.</p>
	Neutral	<p>The level of accommodation required for temporary construction workers will displace a proportion of the usual number of visitors, but will have a neutral effect as any changes to the demographic profile are expected to be extremely low and unlikely to have a positive or negative bias.</p>	None	Following completion of the decommissioning phase, employment will return to near baseline levels.	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
	Negative	<p>Scheme has the potential to negatively impact on some local employment sectors: specifically the agricultural, and tourism and recreation industries. Curtailment of agricultural production will impact the agricultural employment sector however the effect is considered negligible.</p> <p>There is an anticipated oversubscription of rooms for temporary accommodation for approximately 4 months during construction, with impacts on the availability of accommodation for tourism and recreation. This may result in a loss of spending money in the tourism economy. However, the effect is considered negligible.</p> <p>The uplift to the local residential population also presents an impact with regard to the number of people requiring access to local services, including health services, however the effect is considered negligible.</p> <p>Negligible effects on the public transport services are also anticipated.</p> <p>The Scheme is likely to have direct impacts on a number of Public Rights of Way and long-distance recreation routes. There are up to moderate-minor adverse effects on pedestrian and cycling traffic as a result of fear and intimidation from construction vehicle movements.</p>	<p>There are approximately 17 agricultural sector jobs that will remain lost during the Scheme's operational lifetime, with a long-term moderate-minor adverse effect in the Local Impact Area, and a long-term negligible adverse effect in the Regional Impact Area. This impact will reduce the value of the local agricultural economy with minor effects at the local, and negligible effects at the regional scale.</p> <p>There is a potential for the Scheme to reduce the desirability of the local area for tourism resulting in a drop in visitor spending during operation – with minor adverse effects locally and negligible effects at the regional level.</p> <p>The development of the Scheme will have a long-term impact on the landscape character of some tourism and recreation receptors that are reliant on the landscape context for their value, such as viewpoints, landmarks, and cultural heritage assets. This could therefore have a secondary impact on local business that are reliant on tourism, with moderate-minor impacts on both the local and regional areas.</p>	<p>The uplift in population associated with decommissioning is likely to affect some socio-demographic receptors (e.g. access to local services, accommodation, employment and education, and health and wellbeing). If the assessment of the construction phase effects is taken as a worst-case, the impacts on the sociodemographic environment can be estimated as have up to a medium-term temporary moderate-minor adverse effect in the Local Impact Area, and up to a medium-term temporary negligible adverse effect in the Regional Impact Area.</p>	<p>Cumulative demand for accommodation is likely to exceed the accommodation stock, displacing a notable proportion of the usual number of visitors, with minor adverse effects locally and negligible effects regionally.</p> <p>Economic impacts to the tourism and recreation sector are also anticipated from the cumulative developments.</p> <p>The Trent Valley Way could also experience a cumulative moderate adverse effect to the local area due to closures and restricted access, which is significant effect.</p> <p>The cumulative operation phase of the projects is anticipated to generate a loss of jobs in the energy sector as a result of the closure of West Burton A. This is a cumulative moderate adverse effect to the local area which is significant. The loss of jobs is also anticipated to result in adverse impacts to the ABDE grouped sector economy.</p>
Transport and Access	Positive	None	None	None	None stated
	Neutral	<p>A number of Public Rights of Way (PROW) operate throughout the Scheme. Pedestrian and cyclist activity on the roads and PROWs surrounding the Scheme is very low however the addition of vehicles to the network will affect the relative pleasantness of any pedestrian and cyclist journeys.</p>	<p>There will be around five visits to each Site per month for maintenance, typically made by light van or 4x4.</p> <p>Whilst each construction compound will have been removed, space will remain on the access tracks for vehicles to turn around to ensure that reversing will not occur onto the highway.</p>	<p>The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase.</p>	<p>Traffic flows associated with the cumulative schemes will only affect links in the study area that have a low sensitivity. These roads are less sensitive to change compared to the more rural roads which will not be affected by the cumulative schemes. The percentage change on these roads is low. It is incredibly unlikely that all cumulative schemes are constructed simultaneously.</p> <p>The cumulative effects on the local highway network surrounding the Grid Connection Route will also be low, as the cumulative Schemes will not use the same routes. Sections of the Grid Connection Route for the Scheme will be shared with Gate Burton and West Burton, although the residual effects will not change as a result of this.</p>
	Negative	<p>There will be an average HGV Arrivals and Departures per Day of 38 (76 Trips). During peak construction this will increase to an average of 58 (116 Trips).</p> <p>Based on a total of 650 construction workers (including 50 at the Energy Storage Facility), the forecast number of cars/LGVs are a total of 233 cars and LGVs (466 trips).</p> <p>There will be 256 vehicles (512 trips) in relation to the cabling element of the works.</p>	None	See Construction.	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
		An increase in traffic could make it more difficult to cross the road, however the effects on severance will be minor.			
Soils and Agriculture	Positive	None	<p>The soil resource will remain under a green cover during operation, providing several benefits to reduce erosion, drainage and plant nutrient availability.</p> <p>The recovery of soil organic matter under an extended fallow period will produce a medium term, reversable, local moderate beneficial impact, which is a significant beneficial effect.</p> <p>During operation, grass below the solar panels will need to be managed (e.g. sheep). The farm businesses impacted by the Scheme will receive some income from the Scheme's occupation, providing a new income stream which will produce a moderate impact, which is a significant beneficial effect for the medium term.</p>	Decommissioning of the Scheme will allow a return to arable management of the land. The resulting short term, reversable and local effect of the return of agricultural land to the enterprises of the occupying farm businesses will be a minor beneficial impact.	None stated
	Neutral	None	None	There is an intention to return the land to agricultural land. No obstructions will be left in the soil that could interfere with cultivation (e.g. cables will be removed) and no changes to the physical characteristics of the soil will have taken place that could influence ALC grade. There will be a negligible impact, that is not considered to be significant.	None stated
	Negative	<p>Construction work will start the temporary curtailment of arable production across the Scheme. The land does not cease to be agricultural land whilst agriculture is suspended and there is no actual loss of agricultural land resource. The residual effect is considered minor.</p> <p>Solar panel construction work will involve trafficking the land in a similar manner to the current arable land use. Heavy plant will include excavators and cranes. The Soil Management Plan (SMP) aims to conserve the soil resource and the resulting short term, reversable and local effect on the soil resource across the Scheme is considered minor.</p> <p>The temporary curtailment of farming practices will result in a reduction in cropped area for these enterprises. This is considered as a constraint however farming practices will not be entirely terminated – only the land that is occupied. The resulting short term, reversable and local effect of construction disturbance on the farm businesses will be minor.</p>	There will be no loss of agricultural land resource during operation and there will be a negligible impact, which is not considered significant.	Decommissioning will involve activities similar to that during construction, including trafficking the land in a similar manner to the current arable land use (e.g. combine harvesters). The measures from the SMP also extend to decommissioning and land restoration and it will limit impacts to the soil.	None stated
Cultural Heritage	Positive	None	Impacts to buried archaeology would be significantly beneficial at 22 of the archaeological areas within the Order Limits. Remains would be taken out of the agricultural cycle of regular ploughing where they might otherwise be destroyed.	None	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
			There would also be beneficial effects to the overall character of the designated heritage assets since the new mitigation planting would assist with framing and softening within the landscape.		
	Neutral	None	None	None	None stated
	Negative	<p>Slight Adverse effects are predicted at five Scheduled Monuments, and Moderate Adverse effects at one Scheduled Monument – which could result in significant effects. There is also the potential for Large Adverse effects upon one Scheduled Monument which would also be significant.</p> <p>Impacts to archaeological remains are between Negligible and Slight Adverse. There is the potential along the Shared Cable Corridor for Moderate Adverse impacts to what are likely to be regionally important remains which could result in significant effects. However, these impacts are not fully understood at present.</p> <p>There could also be Large Adverse effects upon a kiln of possible Iron Age/Romano-British date. However, the significance of effects are also uncertain.</p> <p>Slight Adverse effects are predicted at six Listed Buildings. There would be additional visual impacts during the construction phase along the cable route corridor, which would be visible within the settings of two Listed Buildings.</p> <p>Slight Adverse effects are also predicted at a Registered Park and Garden.</p> <p>The visual impacts from the Scheme would have a very low-level industrialising effect upon the rural character of part of the distant Trent valley landscape. This would result in Slight Adverse effects for assets of Medium value.</p>	<p>There is potential visibility of the Scheme at five Scheduled Monuments, but this would be restricted to slight glimpses. However, the close proximity of one Scheduled Monument (Thorpe Medieval Settlement) would result in much greater visual impact which is considered significant.</p> <p>For most of the non-designated historic buildings, the effects would be either Neutral or Slight Adverse. However Major Adverse impacts would result in significant Moderate Adverse effects in the absence of additional mitigation at three sites.</p> <p>There would be Slight Adverse impacts to five Grade II Listed Buildings and two Grade II* Listed Buildings.</p>	Decommissioning would require plant movement and other activities similar to during construction, which could have an adverse impact upon the settings of nearby heritage assets. Impacts would be neutral as the impacts are no greater than during operation, and would be temporary, short term and reversible.	Cumulative effects could occur at three heritage assets where views from the Lincoln Cliff contribute to the significance of the asset. This is because the other NSIPs in the vicinity are also likely to be visible from these elevated viewpoints along the Lincoln Cliff, but not from those within the Trent Valley. Should all of the NSIPs identified be permitted, significant effects are possible at one or more assets.
Climate Change	Positive	None	<p>The Scheme will provide a major beneficial effect on the climate and a net reduction in GHG emissions over the lifetime of the Scheme.</p> <p>Over the estimated 40 year lifespan there would be a reduction of 5,973,729 tCO₂e compared to the scenario where the Scheme does not go ahead.</p>	None	The cumulative effect of other solar projects (West Burton, Gate Burton, Tillbridge) will also be beneficial in terms of climate change resilience given that the combined effect of the renewable energy will serve to counter the effects of climate change.
	Neutral	None	None	None	None stated
	Negative	<p>The greatest impact of GHGs is the embodied carbon in the materials. Of these, the manufacture and supply of PV panels and batteries will be the largest source of GHG emissions.</p> <p>The worst case (Option B) total GHG emissions from construction is around 444,475 tCO₂e, equating to around 222, 237 tCO₂e per year.</p> <p>GHG emissions from construction are considered to have a minor adverse effect on the climate.</p>	<p>GHG emissions will be generated as a result of operational activities such as the transportation of operational workers, water consumption and replacement of materials.</p> <p>The production of replacement batteries at the midpoint of the project's lifespan is the greatest contribution to GHG emissions during the operational stage (89% of the total operational</p>	<p>It is expected that emissions of GHGs will be far lower than construction and that the main source will be from worker transportation.</p> <p>The ES admits a '<i>there is uncertainty over the total estimate of GHG emissions that will be produced</i>' during decommissioning. The SoS is therefore minded to keep this in mind during their assessment of the Scheme.</p>	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
			emissions), at around 277,300 tCO ₂ e in the worst case (Option B).	Whilst a calculation of 25,074 tCO ₂ e has been provided, there is a possibility that emissions could be higher. It is expected that the decommissioning stage will result in minor adverse effects.	
Ground Conditions and Contamination	Positive	None	None	None	None stated
	Neutral	None	None	None	None stated
	Negative	<p>Risk of potential contaminant linkages from contaminated soils to human receptors, controlled waters and to the built environment.</p> <p>There are a number of surface water features on and adjacent to the Scheme, however, limited sources of contamination have been identified.</p> <p>Small areas of potentially infilled ponds/Made Ground have been identified, however, given the small scale and the age of any infill material, the potential for gas generation is low. The potential for hazardous ground gases to accumulate within confined spaces is considered very low. No buildings are proposed in the vicinity of potentially infilled ponds/pits, breaking the contaminant linkage to the built environment.</p> <p>Industry best practice measures would be adopted to avoid and reduce the risk to ground conditions. With embedded mitigation and the implementation good industry practices which will be incorporated into the CEMP, the potential effects or risk of contamination will be reduced to moderate/minor.</p>	See Construction.	See Construction.	None stated
Hydrology, Flood Risk and Drainage	Positive	None	None	None	None stated
	Neutral	None	None	None	None stated
	Negative	<p>There is the potential for mud and debris to block drainage networks which could result in flooding to construction workers and equipment – the effect is considered to be Moderate Adverse.</p> <p>The temporary increase in impermeable area also has the potential to increase flooding both on and off site – the effect is considered to be Moderate Adverse.</p> <p>Site activities can also lead to compaction of the soil, increasing flood risk – the effect is considered to be Moderate Adverse.</p> <p>Site activities also have the potential to result in silt contamination to surface water and groundwater bodies, which is considered a Moderate Adverse effect.</p> <p>There is also the risk of spillages of pollutants stored and / or used on site, causing pollution of groundwater bodies if not carefully controlled. The effects could be of a Medium magnitude on the local watercourses.</p>	<p>Equipment such as substations and energy storage areas will generate increased surface water runoff. This could increase localised flooding and increase flood risk to people and property, resulting in Major Adverse effects.</p> <p>An increase in the volume of water discharged has the potential to increase the flood risk to areas downstream. Whilst the effects would be temporary, this is considered to have an effect of Medium Adverse magnitude to people and property due to the potential risks (loss of life) and the economic damages – therefore the effect is Major Adverse.</p> <p>There is the potential for mud and debris to block drainage networks which could result in flooding to construction workers and equipment – the effect is considered to be Moderate Adverse.</p> <p>Runoff could contain diffuse urban pollutants such as hydrocarbons, heavy metals, and nutrients as well as debris and silt which could be</p>	<p>The potential effects of the Scheme during decommissioning are likely to be the same or no worse than (i.e. a worst case scenario basis) as those encountered during construction. Therefore, effects considered for construction are similarly expected during decommissioning.</p>	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
		<p>Surface water may also be subject to inappropriate wastewater disposal from welfare facilities. Construction / Decommissioning foul water will not be discharged into a watercourse under any circumstances and therefore the magnitude of impact and significance is considered Negligible.</p> <p>With mitigation, the residual effect is considered to be negligible for all negative impacts.</p>	<p>discharged to nearby watercourses, which could have a Moderate Adverse effect on water quality. Spillages of pollutants (e.g. oil) on highways can be transported to watercourses via runoff, where they could impact upon ecological life, or infiltrate to ground. The significance of effect is Minor Adverse.</p> <p>Following implementation of the proposed mitigation the residual effect is considered to be Negligible for all negative impacts.</p>		
Noise and Vibration	Positive	None	None	None	None stated
	Neutral	None	None	None	None stated
	Negative	<p>Site activities will generate noise and vibration emissions.</p> <p>Construction noise levels at all receptors throughout the Scheme are predicted to be within the daytime construction noise criteria of 65 dB(A). Construction noise and vibration is temporary and would likely be experienced by limited receptors at any given time as work progresses across the Scheme. Therefore, a moderate/minor residual effect is predicted.</p>	<p>The primary sources of noise during operation are the inverters and transformers serving the solar panels.</p> <p>Noise levels at the nearest receptors would exceed the existing background noise levels in many cases. Mitigation has been used to ensure noise levels do not result in significant impacts throughout the Scheme during operation, resulting in a moderate/minor residual effect.</p>	<p>See Construction.</p> <p>Noise and vibration effects during the decommissioning phase will be similar or less than the noise effects during the construction phase.</p>	<p>A combined assessment of operational noise for Cottam 3a and 3b has been undertaken. The assessment shows that the in-combination effects of the two schemes on the common receptors is negligible (not significant).</p>
Glint and Glare	Positive	None	None	None	None stated
	Neutral	None	The worst case scenario is predicted to be minor/negligible adverse for aviation receptors.	None	None stated
	Negative	None	<p>A moderate effect is predicted for 13 dwellings (if a fixed mounting system is implemented) or 14 dwellings (tracking system).</p> <p>A moderate effect is predicted for a 2.2km section of Kirton Road – B1205 (tracking system).</p> <p>A moderate effect is predicted towards train driver receptors (for both types of mounting system).</p> <p>Once mitigation is implemented, overall impacts are expected to be minor/negligible for all receptors.</p>	None	<p>The cumulative glint and glare effect of West Burton Solar Project, Gate Burton Energy Park and Tillbridge Solar is not predicted to result in a significant impact due to mitigating factors. Cumulative effects are possible, however, the impact is predicted to be minor/negligible.</p> <p>32 dwellings will have some visibility of both Cottam 3a and Cottam 3b and some road receptors will also have some visibility of both these sites. However, the existing and proposed screening is likely to significantly reduce the visibility of both sites; therefore minor/negligible impacts are predicted.</p>
Air Quality	Positive	None	None	None	None stated
	Neutral	None	None	None	None stated
	Negative	<p>Site activities are likely to produce dust emissions during construction and decommissioning.</p> <p>Following the implementation of mitigation measures included within the CEMP, the significance of the effects is considered to be negligible.</p>	<p>Dust emissions – see Construction.</p> <p>Fire risk associated with Lithium Ion batteries means smoke could be blown to nearby receptors.</p> <p>Following the implementation of mitigation measures, the significance of the effects is considered to be negligible.</p>	See Construction.	None stated
Waste	Positive	None	None	None	None stated

Topic	Impact	Construction	Operation	Decommissioning	Cumulative Impacts
	Neutral	None	None	None	None stated
	Negative	<p>Construction is anticipated to result in waste generation, including construction materials and wastewater. Employee activity will generate commercial, food and sewage waste.</p> <p>The total estimated construction, demolition and excavation (CD&E) waste is 77,400-78,100 tonnes over the 24-month construction period (38,700-39,100 tonnes per annum), which is considered a minor magnitude increase for the Local Impact Area.</p>	<p>Waste arising during operation will be minimal and will predominantly be related to the removal of expired/broken equipment and packing material for replacements.</p> <p>The total estimated CD&E waste to be generated from the Scheme per annum during operation is 190-191 tonnes.</p> <p>Assuming that waste is handled proportionally between Lincolnshire and Nottinghamshire, this constitutes a negligible magnitude increase in CD&E waste handling.</p>	<p>Decommissioning is anticipated to generate substantive waste electrical or electronic equipment (WEEE) including photovoltaic panels, batteries, and substation equipment.</p> <p>The total WEEE generated from the Scheme's decommissioning is 77,000-85,000 tonnes, of which 7,000-14,000 tonnes is considered as hazardous (batteries).</p> <p>Waste handling facilities in Nottinghamshire are likely to see a significant adverse effect as a result of the lack of landfill capacity.</p> <p>Mitigation is expected to reduce the significance of impact to a slight or moderate effect.</p>	None stated
Minerals	Positive	None	None	None	None stated
	Neutral	<p>The Scheme is partially within a Mineral Safeguarding Area (MSA) for sand and gravel.</p> <p>The Scheme would not require deep excavations or foundations. Disturbance is limited to the surface layers rather than underlying deposits. Therefore, the Scheme will not disturb the mineral deposits to the extent that they become unviable to exploit.</p> <p>The presence of the Scheme would not impose a physical constraint on mineral extraction in the local vicinity.</p> <p>The Scheme would not adversely affect the local mineral supply as the it is unlikely that the reserve underlying the Scheme will need to be worked within the lifetime of the Scheme. Furthermore, the land will be restored upon decommissioning and any minerals will be available to exploit.</p> <p>There are not any implications for existing or proposed exploration and exploitation of oil and gas resources.</p>	See Construction.	See Construction.	<p>There are no other plans or proposals for other developments that directly affect the mineral deposits affected by the Scheme.</p> <p>The Shared Cable Route Corridor minimises the overall impact to mineral resources by reducing the cumulative bisecting of safeguarded reserves.</p> <p>The cumulative impact of the Scheme, in combination with the West Burton Solar Project and Gate Burton Energy Park, is not considered to have a significant adverse impact on the supply of sand and gravel within Lincolnshire.</p>
	Negative	<p>The Cable Route Corridor, particularly in the Trent Valley, has the potential to result in operational issues for future mineral operations and might restrict efficient exploitation. This has been mitigated by routes following existing infrastructure corridors or edges of landscape features rather than directly crossing open fields. This avoids creating a further obstruction to the future exploitation of the mineral resource.</p>	See Construction.	See Construction.	<p>The Cable Route Corridors linking the solar array Sites to the former Cottam Power Station site overlap with proposed cable corridors for Gate Burton Energy Park, and for a short distance, with the cable corridor for the proposed West Burton Solar Project. Much of the overlap is within an area of safeguarded sand and gravel reserves associated within the Trent Valley.</p> <p>Any other proposals for development that sterilise safeguarded mineral resources could have an impact on the supply of sand and gravel within Lincolnshire.</p>

Appendix A. Central Lincolnshire Local Plan

CENTRAL LINCOLNSHIRE

Local Plan



**Adopted
April 2023**



Central Lincolnshire
LOCAL PLAN

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Note: Policies prefixed with an 'S' are Strategic and Policies prefixed with 'NS' are non-strategic for the purposes of neighbourhood plans being developed.

1. Introduction, Context, Vision and Objectives

1.1. Introduction

1.1.1. This is the Local Plan for Central Lincolnshire. It contains planning policies and allocations for the growth and regeneration of Central Lincolnshire over the next 20 years. It has been prepared by the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC).

1.1.2. Within this document you will find a vision for what Central Lincolnshire could be like in 2040. There are also some objectives to explain what is trying to be achieved and policies setting out what and how much development should take place.

1.1.3. You will see that this Local Plan:

- is underpinned by an aspiration for sustainable growth in homes, jobs, services and facilities;
- is aiming to deliver many new homes between now and 2040;
- is seeking to attract new businesses and jobs;
- sets out policies to ensure development is of high quality, sustainable and meets the needs of everyone;
- sets out policies to address challenges relating to climate change and biodiversity;
- sets out policies to ensure all the infrastructure, such as play areas, roads, new schools and upgraded sewage disposal, are provided at the same time as the new homes; and
- is complemented by a separate Policies Map, which sets out where development should take place.

National Planning Policy Framework (NPPF)

1.1.4. The revised NPPF was issued by Government in July 2021 and is supported by the ‘live’ Planning Practice Guidance (PPG) which was first published in March 2014 and is regularly updated. This Local Plan has been written to complement the NPPF and comply with the guidance in the PPG. Should the NPPF or PPG be revised in the future then references to the NPPF and PPG in this document should be checked against the latest version of the NPPF and PPG in force at that point in time. This Local Plan does not repeat policies in the NPPF; it builds on them when necessary and ensures locally specific issues are covered.

Previous Consultation on this Local Plan

1.1.5. The preparation of this Local Plan commenced in 2019. The first round of consultation was the Issues and Options Consultation undertaken in June and July 2019.

1.1.6. Further consultation was undertaken on a Consultation Draft Local Plan in summer 2021 where comments were invited on the first draft version of the plan. Then in spring 2022 the Proposed Submission Consultation was undertaken before the plan was submitted in summer 2022.

Replacement of Previous Local Plans

1.1.7. This Local Plan replaces all the Central Lincolnshire Local Plan which was adopted in April 2017.

1.2. Context for the Plan

Central Lincolnshire – a Shared Approach

- 1.2.1. Central Lincolnshire refers to the combined area covered by the City of Lincoln, North Kesteven and West Lindsey. These three Councils have come together in a formal partnership with Lincolnshire County Council to prepare a joint Local Plan for the area.
- 1.2.2. Preparation of this Local Plan has been the responsibility of a Joint Committee established by Parliamentary Order in 2009. The Committee has representatives from each of the four partner Councils and has full decision-making powers on planning policy matters.
- 1.2.3. The responsibility for processing and decision-making on planning applications remains with the individual local authorities.

Central Lincolnshire in Context

- 1.2.4. Central Lincolnshire's population lives in a range of settlements that vary greatly in size and character. Lincoln is by far the largest settlement, with a population of around 110,000 living within the main built-up area including the settlement of North Hykeham. Lincoln acts as a service centre over a wide area, including a number of villages. These villages look to Lincoln for most of their service and employment needs which effectively extends the population served by the City to around 165,000.
- 1.2.5. Beyond Lincoln, the main towns in the area are Gainsborough and Sleaford, serving the northern and southern parts of the area respectively. Gainsborough expanded rapidly as an industrial and engineering centre in the 19th century, with focus changing to manufacturing in the 20th century and now has a thriving manufacturing/engineering sector with a number of national and international companies with their headquarters located in the town. Comparatively, Sleaford functions as a thriving market town which has experienced rapid housing growth and an expanding population over the last two decades.
- 1.2.6. The rest of Central Lincolnshire is predominantly rural, and is characterised by a dispersed settlement pattern of villages plus the small towns of Market Rasen and Caistor in West Lindsey. Average population density is amongst the lowest in lowland England and most settlements do not exceed a few hundred people. Collectively, the rural area nevertheless accounts for over half of Central Lincolnshire's total population. Functionally, the rural villages often operate as clusters that share key services, with the larger villages acting as local service centres that communities rely on for basic facilities and as social hubs.
- 1.2.7. Central Lincolnshire has strong economic and service linkages with the surrounding areas, including Scunthorpe and Grimsby in the Humber area to the north, Doncaster to the north-west, Nottingham to the west, and the smaller nearby service centres including Grantham, Newark and Louth.
- 1.2.8. The area has experienced high levels of housing development over recent decades. Lincoln is a nationally recognised historic city and the quality of the historic core has been a constant beneficial legacy for the city even in times of economic decline. Gainsborough and parts of Lincoln have undergone major recent regeneration and change to tackle physical decay, unemployment and social problems linked to economic restructuring and the closure of traditional engineering industries in the late 1970s and 1980s. The past two

decades have seen notable renaissance based on new investment, physical regeneration and, in Lincoln's case, the development of the University of Lincoln. However, a range of inequalities still exist in Central Lincolnshire's communities. Both Lincoln and Gainsborough have urban neighbourhoods that fall within the worst 10% nationally for deprivation, with problems of poor health, anti-social behaviour, crime and poor educational attainment. Pockets of deprivation also occur in the rural area, where housing affordability and access to services are key issues.

- 1.2.9. The Ministry of Defence (MoD) continues to have a strong presence and make a major contribution to Central Lincolnshire's demographic and economy, including the active Royal Air Force (RAF) bases at Waddington, Cranwell, Digby and Scampton. Some former bases have already seen new housing and employment redevelopment. Central Lincolnshire is home to the Red Arrows, and its RAF heritage (including Lincolnshire's historic role as the centre of Bomber Command and the neighbouring base for the Battle of Britain Memorial Flight in East Lindsey) supports the expansion of the area's existing visitor economy.
- 1.2.10. Central Lincolnshire has a varied and contrasting natural environment including gentle chalk and limestone uplands as well as low lying vales and fenland. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) falls partly within Central Lincolnshire and has a distinctive landscape of rolling hills and nestling villages. However, the wider rural landscape of Central Lincolnshire, with its sweeping character and famously big skies, is a highly valued asset throughout the area and contributes greatly to its local distinctiveness and attractiveness. The escarpment of the Jurassic Lincolnshire Limestone, known locally as the Lincoln Edge, runs for the full length of Central Lincolnshire, forms a unifying topographic feature, and as a key factor in the origins and historic development of the City contributes strongly to the City's present quality and character.
- 1.2.11. Outside of the urban areas, land use in Central Lincolnshire is predominantly agricultural, with intensive arable crops dominating. Soils are mostly fertile and of high quality for agriculture. Across Central Lincolnshire there are a range of natural habitats, including wetland, woodland, calcareous grassland and remnants of heathland and fen which together provide and contribute to ecological networks and nodes which, with enhancement, have the potential to support wildlife adaptation and environmental resilience to climate change.
- 1.2.12. Overall, Central Lincolnshire's biodiversity is under pressure from various factors including climate change, habitat fragmentation, development and large scale intensive agriculture. Major landscape-scale initiatives are proposed in response to this to restore and enhance the area's ecological networks and corridors.
- 1.2.13. Water is an important aspect of Central Lincolnshire's environment. The area has a long history of land drainage and flood management, and significant areas of low-lying land are maintained for agriculture by pumped drainage. River flooding is closely controlled through embankments and washlands as part of wider management plans for the main river catchments. Conversely, Lincolnshire is already experiencing pressure on its water resources from increasing trends in consumer and commercial demand, coupled with predicted increases in the frequency and severity of drought due to climate change. Major new infrastructure to supply the Lincoln area with water abstracted from the Trent was completed in July 2014.

1.2.14. Central Lincolnshire has a rich built and cultural heritage. Lincoln itself has internationally important archaeology and an outstanding historic core centred on the medieval Cathedral, which is classed as one of only three tourist icons in the East Midlands region. More generally, the area’s towns and villages offer attractive environments where the protection and enhancement of character is an important issue.

Key Challenges

1.2.15. Central Lincolnshire faces a range of challenges, notably the need to improve social and economic conditions, including health, housing, jobs and the range and quality of facilities, whilst at the same time ensuring that the environment is improved, that commitments to make the region net zero carbon are met and to ensure that growth does not erode, but enhances the area’s environmental and heritage assets and does not exacerbate pressure on natural resources.

1.3. Strategic Priorities for Development and Use of Land in Central Lincolnshire

1.3.1. The strategic priorities for the development and use of land in the Central Lincolnshire Area (for the purpose of section 19(1B) of the Planning Compulsory Purchase Act 2004) are:

NPPF Strategic Priorities	Local Planning Authority Strategic Priorities	Key Policies to Address Priorities
Housing and Jobs	<p>To facilitate the delivery in full of the homes and jobs identified as being needed in Central Lincolnshire.</p> <p>To deliver a balanced mix of tenures, types and sizes of new homes, including affordable homes of a type and tenure which meet identified needs.</p> <p>To continue to drive economic growth across Central Lincolnshire.</p>	1, 2, 3, 4, 5, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 42, 43, 44, 68, 69, 70, 71, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84
Retail	<p>Lincoln City Centre to continue to provide the primary destination for shopping and leisure for the area.</p> <p>Gainsborough, Sleaford and the Market Towns will continue to provide a local destination for the surrounding local areas.</p>	35, 36, 37, 38, 39, 40, 41
Infrastructure	Ensure necessary infrastructure is in place to support planned growth, secured through the most appropriate methods and update the Council’s Infrastructure Delivery Plan (IDP).	45, 46, 47, 48, 49, 50, 51, 52, 84
Health and Community	To provide safe and healthy environments, reduce health inequalities and help everyone live healthy lifestyles.	54
The Historic, Built and Natural Environment	To conserve and enhance the natural, built and historic environment through high quality design that is responsive to its surroundings creating distinctive communities that people are proud to be part of.	53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67
Climate Change	<p>To help facilitate a carbon net zero Central Lincolnshire.</p> <p>To reduce and manage flood risk, improve community resilience and ensure that Central Lincolnshire adapts to climate change.</p>	6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 48, 53

	To minimise the impact of growth of Central Lincolnshire, ensuring that development is sustainable, designed to allow for active travel connectivity and high levels of energy efficiency.	
Green Infrastructure	To increase the green infrastructure network to improve sustainable access and achieve biodiversity net gain as part of an enhanced natural environment.	51, 53, 54, 59, 60, 61, 62, 63, 64, 65, 66, 67

1.3.2. This Local Plan sets out policies to address these priorities when taken as a whole.

1.4. Vision

1.4.1. Our Vision aim to meet the identified challenges:

The Vision for Central Lincolnshire

Central Lincolnshire will be a location of positive growth. Its city, market towns and many of its villages will see new homes built, new jobs created and improved infrastructure developed.

Our settlements, big and small, will be attractive, prosperous and welcoming places to live, set within our attractive landscape of Wolds, rolling hills and fenland.

Between 2018 and 2040, Central Lincolnshire will grow by 29,150 new homes, meeting the housing needs of all our communities.

But this growth will not be at a cost to the environment as new homes will be efficient and located in the right places to reduce travel by car, and renewable energy will be generated to heat and power our homes, moving Central Lincolnshire towards a carbon net-zero region.

Echoing the vision of the Greater Lincolnshire Local Enterprise Partnership, the economy of Central Lincolnshire will be diverse and resilient, and continue to make an effective contribution to the UK economy. The local economy will provide real opportunities for people to live, work, invest and visit.

Existing businesses will be encouraged to expand, whilst our agricultural land (much of it high quality) will be protected and associated businesses supported. New businesses in key industries such as agri-food, renewable technologies and the visitor economy will have located here.

Skills and education attainment will continue to improve, assisted by the growing reputation of Lincoln’s universities and colleges, helping a shift towards a higher skilled, higher paid economic base.

Growth in homes and jobs will be closely linked, with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.

Growth will be focused at Lincoln, Sleaford and Gainsborough. But market towns and villages will not be left behind, with appropriate and sensitive development being permitted to ensure they remain sustainable, thriving local communities.

The natural and historic environments, and their assets, will be conserved and enhanced, with new development taking into account the surroundings of the area in which it would be situated. Enhancement of the natural environment and the ecosystem services it provides will create mutual benefits for the nature, people and economy of Central Lincolnshire and help to achieve the vision of this Local Plan.

Echoing the vision set out in the Lincoln Growth Strategy, Lincoln will evolve into a beautifully engineered world class historic city becoming internationally renowned for its enterprise, heritage and educational excellence, whilst demonstrating that being a competitive city does not equal compromising on people values or culture.

Through growth, current issues such as health inequalities, community deprivation, infrastructure deficit and low skills, all of which are currently found in pockets of Lincoln, Gainsborough and some rural areas, will be tackled and addressed. Growth will attract investment, businesses and new residents to the area.

Overall, Central Lincolnshire will be a prosperous and desirable place to live, work and visit.

1.5. Objectives

1.5.1. To achieve our vision and to help prepare detailed policies in the Local Plan, we have developed a set of overarching objectives. These objectives have been used in a consistent way in both this document and the parallel Sustainability Appraisal process.

1.5.2. Our objectives, therefore, are:

1. **Housing:** To ensure that the housing stock meets the housing needs of the Central Lincolnshire area and appropriate infrastructure is provided to support sustainable communities.
2. **Health and Wellbeing:** To reduce health inequalities, promote healthy lifestyles and maximise health and wellbeing.
3. **Social Equality and Community:** To stimulate regeneration that maximises benefits for the most deprived areas and communities in Central Lincolnshire. To ensure equitable outcomes for all, particularly those most at risk of experiencing discrimination, poverty and social exclusion.
4. **Biodiversity and Green Infrastructure:** To conserve and enhance biodiversity and geodiversity across Central Lincolnshire by delivering measurable net gain in biodiversity through development and establishing nature recovery networks through planning.

To provide enhanced opportunities for people to access and appreciate wildlife and the natural environment whilst safeguarding protected sites.

To protect, enhance and create and improve high quality green and blue spaces that are multifunctional; for sport, recreation, play and ecosystem services, and which form part of and are connected to the green infrastructure network, improving landscape connectivity for people and wildlife.

5. **Landscape and Townscape:** To protect and enhance the rich diversity of the character and appearance of Central Lincolnshire's landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.

6. **Built and Historic Environment:** To conserve and enhance the significance of buildings, sites and features of archaeological, historic or architectural and artistic interest and their settings, including both designated and non-designated heritage assets, and ensure new buildings, spaces and places are designed to a high quality.
7. **Natural Resources – Water:** To protect and enhance water resources and their quality in Central Lincolnshire.
8. **Pollution:** To minimise pollution (air, noise and light) and improve air quality.
9. **Natural Resources – Land Use and Soils:** To protect and enhance soil and land resources and quality in Central Lincolnshire.
10. **Waste:** To minimise the amount of waste generated across all sectors and increase the re-use, recycling and recovery rates of waste materials.
11. **Climate Change Effects and Energy:** To minimise the effects of climate change by developing the area's renewable and low carbon energy and heat, reducing dependency on fossil fuels, minimise energy usage, and to reduce greenhouse gas emissions from the area contributing to the achievement of a carbon net-zero Central Lincolnshire.
12. **Climate Change Adaptation and Flood Risk:** To minimise vulnerability, improve community resilience and ensure Central Lincolnshire adapts to the effects of climate change, both now and in the future through careful planning and design of the built and natural environment.

To reduce and manage the risk of flooding from all sources.

13. **Transport and Accessibility:** To make efficient use of the existing transport infrastructure and seek to extend and enhance infrastructure to match local needs.

To reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable travel modes (particularly public transport, walking and cycling).
14. **Employment:** To create and improve access to high quality employment, training and learning opportunities for everyone within the Central Lincolnshire area.
15. **Local Economy:** To encourage and support a competitive, diverse and stable economy and to protect and enhance Central Lincolnshire's hierarchy of centres to meet the needs of residents and visitors.

1.5.3. The Local Plan Objectives have evolved from the review of relevant plans and programmes undertaken for the Sustainability Appraisal process. They reflect the aims and objectives of other important strategies that affect Central Lincolnshire's future. This is to ensure that the Local Plan and other plans are as closely aligned as possible and that strategies support each other. Examples include:

- Greater Lincolnshire Enterprise Partnership Strategic Economic Plan
- Greater Lincolnshire Local Industrial Strategy
- Growth Strategy for Lincoln
- Lincolnshire Joint Health and Wellbeing Strategy
- Lincolnshire Joint Strategic Needs Assessment

- Corporate Plans for City of Lincoln, North Kesteven and West Lindsey
- Lincolnshire Biodiversity Action Plan and emerging Greater Lincolnshire Nature Recovery Strategy
- Lincolnshire Local Transport Plan and local transport strategies
- Strategies for the achievement of zero carbon and addressing climate change
- Joint Lincolnshire Flood Risk and Drainage Management Strategy
- Lincolnshire Minerals and Waste Local Plan

2. Spatial Strategy

2.1. Settlement Hierarchy

- 2.1.1. 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, particularly where these are well connected by public transport or where the main centres can be accessed by active travel means.
- 2.1.2. 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.
- 2.1.3. Through minimising the need to travel by locating development at the main urban centres and reducing the need to deliver new facilities the approach to delivering growth in this plan is also aligned to reducing the carbon being produced in Central Lincolnshire.
- 2.1.4. Outside of the main urban areas of Lincoln, Gainsborough and Sleaford, Central Lincolnshire's smaller towns and villages vary in size, demography, accessibility, facilities, character, constraints 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.
- 2.1.5. The scale of growth directed to each settlement has been established in three steps:
1. Preparation of a Settlement Hierarchy, based on factual information, together with a strategic policy steer as to what level of development would be appropriate for settlements within each level of the hierarchy (see Policy S1);
 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 S2); and
 3. Establishing what site allocations may be appropriate for each settlement, by way of a consideration of the specific context of each settlement in terms of the ability to accommodate growth and the connectivity with the main urban areas, before considering the constraints and opportunities of individual sites.
- 2.1.6. The Settlement Hierarchy is set out in Policy S1. Three separate documents detail the journey to defining the Settlement Hierarchy and choosing where allocations would be appropriate, namely: the Settlement Hierarchy Methodology Report (May 2020), the Services and Facilities Methodology Report (May 2020) and the Site Allocations Settlement Analysis (June 2021). Each of these are available on the Central Lincolnshire website. 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 primarily on allocations and then the policy below to determine appropriate locations for development.
- 2.1.7. The Settlement Hierarchy provides a framework for neighbourhood plans to shape their own settlements through a detailed locally-led review, site allocations, if necessary introduction of settlement boundaries, or other tools to manage how a village will grow.

Policy S1: 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 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 the 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 (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) 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. In addition to sites being allocated in the Local Plan or a neighbourhood plan, development proposals in accordance with *Policy S3* and other relevant development plan policies will be viewed positively.

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 and any applicable neighbourhood plan, be the focus for substantial housing development supported by appropriate levels of employment growth, retail growth and wider service provision. In addition to sites being allocated in the Local Plan or a neighbourhood plan, development proposals in accordance with *Policy S3* and other relevant development plan policies will be viewed positively.

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. This growth will primarily be through sites allocated in this Local Plan and any applicable neighbourhood plan. In addition to sites being allocated in the Local Plan or a neighbourhood plan, development proposals in accordance with *Policy S3* and other relevant development plan policies will be viewed positively.

4. Large Villages

Large villages are defined as those with 750 or more dwellings at 1 April 2018. 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 via sites allocated in this plan. Beyond site allocations made in this plan or any applicable neighbourhood plan, development will be limited to that which accords with *Policy S4: Housing Development in or Adjacent to Villages* or other policies relating to non-residential development in this plan as relevant.

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

5. Medium Villages

Medium villages are defined as those with between 250 and 749 dwellings at 1 April 2018. Well connected or well served medium villages may receive some limited growth through allocations in this plan in order to achieve a balance between ensuring the vitality of the village and protecting the rural character. Beyond site allocations made in this plan or any applicable neighbourhood plan, development will be limited to that which accords with *Policy S4: Housing Development in or Adjacent to Villages* or other policies relating to non-residential development in this plan as relevant.

Bassingham	Greylees	Nocton
Blyton	Harmston	North Kelsey
Brant Broughton	Hawthorn Avenue ('Little Cherry')	Potterhanworth
Brookenby	Helpringham	Reepham
Burton Waters	Hemswell Cliff	Scampton (RAF)
Cranwell RAF	Ingham	Scothern
Cranwell Village	Lea	Sturton By Stow
Digby	Leasingham	Sudbrooke
Dunston	Marton	Tealby
Eagle	Middle Rasen	Waddingham
Fiskerton	Morton	Welbourn
Great Hale	Nettleton	Wellingore

6. Small Villages

Small villages are defined as those with between 50 and 249 dwellings at 1 April 2018. Well connected or well served small villages may receive some limited growth, primarily through allocations in this plan in order to achieve a balance between ensuring the vitality of the village and the rural character. Beyond site allocations made in this plan or any applicable neighbourhood plan, development will be limited to that which accords with *Policy S4: Housing Development in or Adjacent to Villages* or other policies relating to non-residential development in this plan as relevant.

Anwick	Hemswell	Scotton
Ashby de la Launde	Holton le Moor	Scredington
Aubourn	Kexby	Searby
Aunsby	Kirkby Green	Silk Willoughby
Beckingham	Kirkby La Thorpe	Snitterby
Bigby	Knaith Park	South Kelsey
Bishop Norton	Langworth	South Kyme
Boothby Graffoe	Laughterton	South Rauceby
Branston Booths	Laughton	Southrey
Burton	Leadenham	Spridlington
Canwick	Lissington	Springthorpe
Carlton Le Moorland	Little Hale	Stow
Chapel Hill	Martin	Swallow
Claxby	New Toft	Swarby
Coleby	Newton On Trent	Swaton
Corringham	Normanby By Spital	Swinderby
Doddington	North Carlton	Tattershall Bridge

Dorrington	North Greetwell	Thorpe On The Hill
East Ferry	North Kyme	Threekingham
East Stockwith	North Owersby	Timberland
Ewerby	North Scarle	Torksey
Faldingworth	Norton Disney	Upton
Fenton	Osbournby	Walcott
Fillingham	Osgodby	Walesby
Glentham	Owmy By Spital	Wickenby
Glentworth	Rothwell	Willingham By Stow
Grasby	Rowston	Willoughton
Great Limber	Scampton village	Wilsford
Hackthorn	Scopwick	

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 1 April 2018). Within the developed footprint* of such hamlets, development will be limited to single dwelling infill developments or development allocated through a neighbourhood plan.

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 Policies S4, S5, S34, or S43) or a relevant policy in a neighbourhood plan, 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;
 - delivery of infrastructure;
 - renewable energy generation; and
 - minerals or waste development in accordance with separate Minerals and Waste Local Development Documents.

* The definition of “developed footprint” as used throughout this policy is provided in the Glossary.

2.2. Growth Levels and Distribution

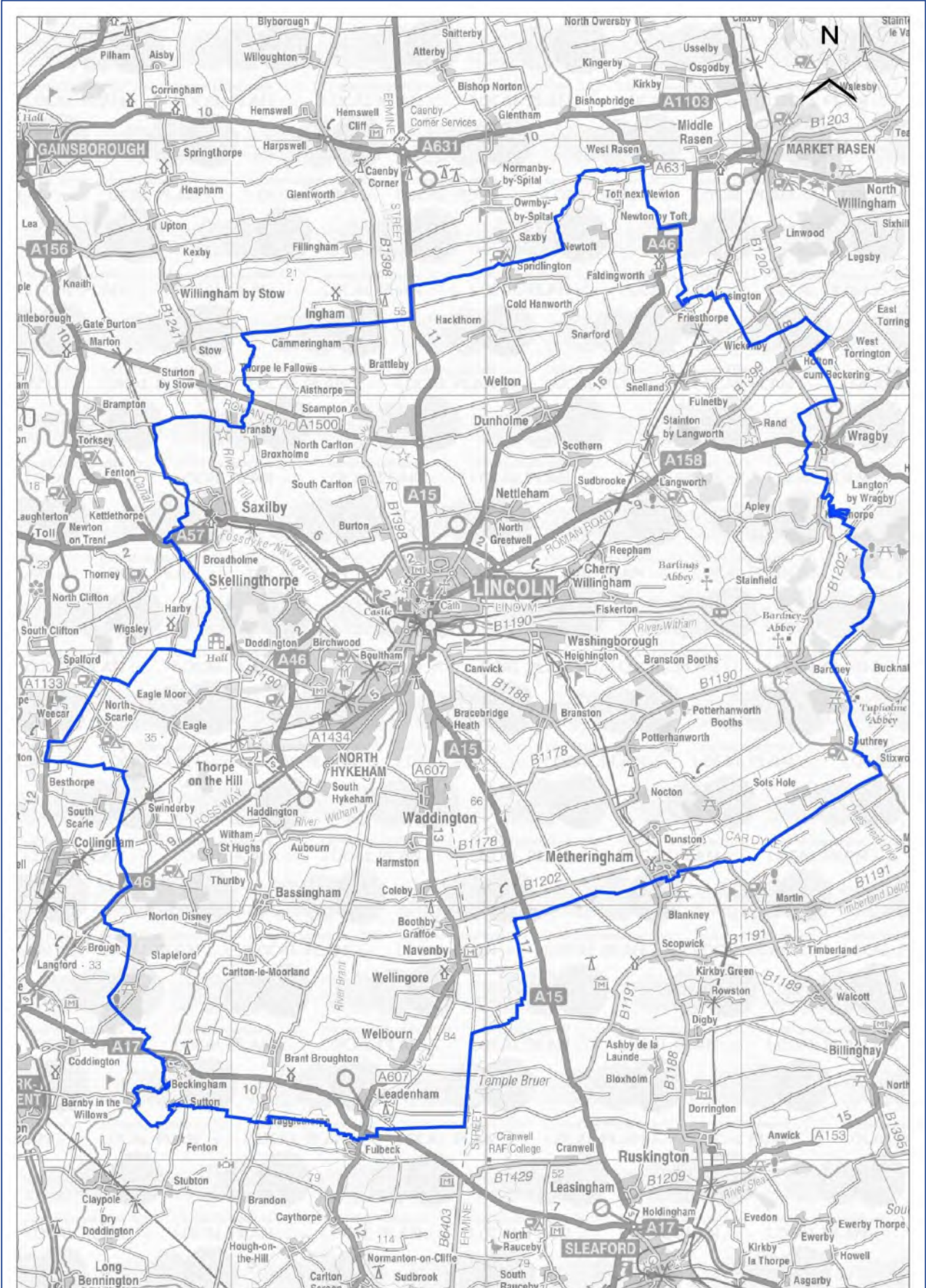
- 2.2.1. As required by the NPPF, this Local Plan must define the overall level of growth in Central Lincolnshire within the plan period of 2018 to 2040.
- 2.2.2. The PPG makes clear that the starting point for identifying the minimum number of homes expected to be planned for is the nationally derived standard method for assessing local housing need. However, it also sets out a number of scenarios where it is appropriate to plan for a higher housing figure than that identified through the standard method where evidence suggests a higher level to be more appropriate.
- 2.2.3. Evidence produced in support of this plan has looked at the housing market and population projections, and job and economic projections. The Housing Needs Assessment (HNA) (2020) identifies that at that time the standard method resulted in a

minimum figure of 1,060 dwellings per year at the time of the HNA being produced and that this level of growth could accommodate in the region of 35,400 additional residents in Central Lincolnshire to 2040 with the ability to support the creation of some 14,890 new jobs, or an increase of 677 jobs each year.

- 2.2.4. Closely linked to this work was the Economic Needs Assessment (ENA) (2020) which projects the economic growth and job growth to 2040, which in turn was influenced by the Local Industrial Strategy (LIS) and other work being produced by the Greater Lincolnshire Local Enterprise Partnership (GLLEP). The ENA highlights that there has been strong growth in recent years, outstripping anticipated growth, and projects forward a growth of approximately 992 jobs per year.
- 2.2.5. In order to provide enough working age population to support the projected level of job growth in Central Lincolnshire, more homes than the standard method would need to be delivered. The HNA concludes that 1,325 dwellings per year are needed to support the expected growth in jobs. An important part of this plan is delivering economic growth within the region to ensure it is competitive and supports the ambitions of the GLLEP.
- 2.2.6. The CLJSPC considered these recommendations and initially determined that the Local Plan should use a housing range to establish its housing requirement, with the national standard method for local housing need at the bottom end of the range, and the figure identified in the ENA and HNA as needed to match economic growth ambitions as the top of the range. All of these matters were tested by independent Inspectors during the course of the examination of this Plan, and consequently the final quantification and presentation of the housing requirement were adjusted for inclusion in this final adopted Plan. For a full explanation of the changes made, please see the Inspectors Report published on our website.
- 2.2.7. The housing requirement for Central Lincolnshire is therefore confirmed in Policy S2 as being 1,102 dwellings per year, or 24,244 dwellings between 2018 and 2040.
- 2.2.8. However, this plan allocates sufficient suitable land to meet the requirements to deliver the homes needed to support economic growth ambitions. For the avoidance of doubt, calculations associated with demonstrating a ‘five year land supply’ will be measured against the housing requirement of 1,102 dwellings per year in accordance with the national Planning Practice Guidance.
- 2.2.9. The delivery of the ambitions of this plan will be kept under review and housing and economic requirements may be adjusted in subsequent plan reviews.
- 2.2.10. Beyond considering the overall amount of development and growth that should occur, it is also important for the Local Plan to direct the growth in both employment and housing supply to the locations best suited and most attractive to the market, whilst ensuring there are no locations that are over-burdened or that other locations are not starved of growth. Furthermore, development needs to be located where it can minimise the need to travel especially by private car to ensure that Central Lincolnshire minimises the carbon being produced by activities within the area. Policy S2 commits the authorities to the overall housing growth target, then sets a strategic split of that growth across Central Lincolnshire.
- 2.2.11. The ‘Lincoln Strategy Area’ referred to in Policy S2 and based on travel to work patterns, is shown on Map 1 on the following page (which should not be confused with the ‘Lincoln

urban area' defined in Policy S1). Other than for the establishment of the quantity of growth across Central Lincolnshire, there are no other policy differences for settlements or land either in or out of this 'Lincoln Strategy Area'.

Map 1: Lincoln Strategy Area



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Policy S2: Growth Levels and Distribution

The housing requirement for Central Lincolnshire is 1,102 dwellings per year, and 24,244 dwellings over the plan period of 2018-2040.

This baseline will be used for Five Year Housing Land Supply calculations, Housing Delivery Test purposes and any other such similar calculations.

The economic vision and strategy of this plan is to seek to facilitate the creation of 24,000 new jobs over the plan period, 2018-2040. To help facilitate that target, and ensure the provision of new homes is in balance with job creation, this plan aims to facilitate the delivery of 1,325 dwellings per year, or 29,150 dwellings over the Plan period.

In order to facilitate all of the above, this Plan identifies a sufficient supply and mix of sites to not only meet its identified housing requirement and its economic vision jobs growth target, but also sufficient supply to meet the housing needed should the economic vision be successfully delivered.

Such a supply and mix of housing and employment sites have been provided in this Plan to broadly meet the following spatial strategy:

- a. **Lincoln Strategy Area** – around 64% of the supply, delivered through a combined strategy of (and in priority order):
 - i. urban regeneration;
 - ii. sustainable urban extensions to Lincoln; and
 - iii. growth at settlements which serve, and are serviced by, Lincoln.
- b. **Gainsborough** - around 12% of the supply, delivered through a combined strategy of urban regeneration, sustainable urban extensions and sites at nearby and well-connected villages.
- c. **Sleaford** – around 12% of the supply, delivered through, primarily, a strategy of sustainable urban extensions and on other urban sites and sites at nearby and well-connected villages.
- d. **Elsewhere** – around 12% of the supply will come forward in settlements elsewhere, primarily located at the market towns and in well-connected villages and villages with a good range of services present.

2.3. Housing in the Lincoln Urban Area, Main Towns and Market Towns

- 2.3.1. The strategy of this plan is one of urban focus in order to concentrate housing in locations where more services, infrastructure and jobs are available, minimising the need to travel and allowing investment to be focused to achieve maximum benefits. Site allocations have been made in accordance with this approach in the Lincoln Urban Area, Gainsborough, Sleaford, Market Rasen and Caistor.
- 2.3.2. Beyond these allocations the principle of development of new homes in the Lincoln Urban Area, the Main Towns and Market Towns is supported and is also fully aligned to the overall strategy of this local plan. Additional development can come forward through allocations in neighbourhood plans or through the additional provisions set out in Policy S3 below, which supports, in principle, further development coming forward away from specific site allocations. For such proposals outside the developed footprint, the Policy

makes it clear under what circumstances such proposals will likely be considered favourably.

Policy S3: Housing in the Lincoln Urban Area, Main Towns and Market Towns

Within the developed footprint* of the Lincoln Urban Area and Main Towns and Market Towns, development proposals at appropriate locations** not specifically identified as an allocation or an area for change in this plan will be supported in principle.

To further bolster supply at the top three tiers of the settlement hierarchy, proposals on sites outside of but immediately adjacent to the developed footprint will be considered on their individual merits and will:

- Be fully policy compliant, including meeting in full the affordable housing provisions set out in Policy S22;
- Result in no significant harm (such as to landscape, townscape, heritage assets and other protected characteristics of the area);
- Be suitably serviced with infrastructure;
- Be subordinate in size and scale to the community they adjoin and will not harm the settlement form, character or appearance of the area;
- Integrate successfully with the community they adjoin having regard to the mix of uses proposed and the design, layout and accessibility of the scheme; and
- Promote active travel patterns including access by walking, cycling and public transport.

Any such proposal must not compromise the delivery of any other site allocations in the settlement.

Proposals for a First Homes exception site in accordance with the NPPF requirements and definition of such sites will be supported in principle where they accord with any adopted local design policies.

* The definition of “developed footprint” as used throughout this policy is provided in the Glossary.

** The definition of “appropriate locations” as used throughout this policy is provided in the Glossary.

2.4. Housing in Villages

2.4.1. A large proportion of Central Lincolnshire’s population lives in rural areas. The 2011 Census revealed the total population of Central Lincolnshire as approximately 300,000, with around 158,000 of these residents living in Lincoln, Gainsborough and Sleaford and the remaining 142,000 residents residing in the smaller settlements. This significant rural population means that it is important to maintain and enhance the services and features of the rural area in order to sustain the vibrancy of rural settlements and the quality of life experienced by those living in such areas. At the same time it is important to ensure that development is sustainable, and proportionate and appropriate to its setting.

2.4.2. The Local Plan makes provision for housing growth at a variety of locations across Central Lincolnshire. The strategy for the distribution of residential development is to focus growth on urban areas and larger settlements, whilst recognising other opportunities for sustainable development. The emphasis on directing growth to urban locations is based not only on the fact that such areas are generally the most sustainable, but also because

they will help to maximise the use of previously developed land and reduce the need to travel.

- 2.4.3. In accordance with *Policy S1 Spatial Strategy and Settlement Hierarchy*, residential development in rural areas will typically be limited to villages and will be of a modest scale, providing opportunity to maintain the sustainability and vibrancy of villages. Through neighbourhood plans, communities can seek to further grow or develop their villages if this is a sustainable and locally-supported approach for a specific village.

Policy S4: Housing Development in or Adjacent to Villages

1. Large, Medium and Small Villages, as defined in the Settlement Hierarchy in Policy S1, will experience limited growth to support their role and function through allocated sites of 10 or more dwellings in the Local Plan, sites allocated in neighbourhood plans, or on unallocated sites in appropriate locations* within the developed footprint** of the village that are typically:

- up to 10 dwellings in Large Villages and Medium Villages; and
- up to 5 dwellings in Small Villages.

Proposals on unallocated sites not meeting these criteria will not generally be supported unless there are clear material planning considerations that indicate otherwise.

2. Residential development proposals for unallocated sites within the size thresholds set out in part 1 of this policy and within the developed footprint of the village will only be supported where it would:
 - a) preserve or enhance the settlement’s character and appearance;
 - b) not significantly harm the character and appearance of the surrounding countryside or the rural setting of the village; and
 - c) be consistent with other policies in the development plan.
3. Proposals for residential development on unallocated land immediately adjacent to the developed footprint will only be supported where this is:
 - a) a First Homes exception site in accordance with the NPPF and provided it is outside of the Lincolnshire Wolds Area of Outstanding Natural Beauty and not within a location that is subject of a Designated Rural Area as defined in Annex 2 of the NPPF; or
 - b) exclusively for a rural affordable housing exception site.

Any proposals for First Homes exceptions sites or rural affordable housing exception sites will also be subject to the requirements of Policy S22. The consideration of proportionality of a proposal for a First Home exceptions site will be considered on a site basis informed by consideration of the impact on landscape, village character and the historic environment, topography, overall built footprint, visual impact, and intensity of use of the site. Evidence supporting the planning application will need to robustly examine and illustrate why the proposal is proportionate in size to the existing settlement. Whilst not a cap, it is unlikely that a proposal that would result in an increase in the overall area of the developed footprint of the village, or an increase in dwelling numbers, of more than 5% would be considered proportionate, and potentially considerably less (especially if any exception sites have already been provided or planned for at that settlement).

* The definition of “appropriate locations” as used throughout this policy is provided in the Glossary.

** The definition of “developed footprint” as used throughout this policy is provided in the Glossary.

2.5. Countryside

- 2.5.1. Whilst development is focused within the urban areas and to a lesser extent in villages there will be occasions where development is proposed within the countryside areas. For most uses there are strong reasons why such development would be contrary to the overall strategy of this plan and would not result in sustainable development, however, some proposals and some uses will be wholly appropriate in some scenarios.
- 2.5.2. A criteria-based policy approach will be used to determine applications for residential and non-residential development within the countryside. Similar to residential development, non-residential development within the countryside must be sustainable and respectful to its setting. Commercial enterprises where a rural location can be justified to maintain and enhance the rural economy (for example, establishment of a farm shop) will be supported providing all other relevant criteria are met.
- 2.5.3. More widely, the rural nature of Central Lincolnshire and the significant role that agriculture plays in the economy of this area means that agricultural land and other rural land-based activities have a notable presence in the landscape and forms an attractive backdrop to the various settlements. Development needed to directly support such uses is important to foster a successful rural economy, but it can also have an impact on the landscape if not properly managed. As such it is important that such development is located and designed appropriately to minimise adverse impacts or even benefit the countryside.
- 2.5.4. Specific natural features or characteristics such as landscape character and best and most versatile agricultural land are addressed in the Natural Environment Chapter.

Policy S5: Development in the Countryside

Part A: Re-use and conversion of non-residential buildings for residential use in the countryside

Where a change of use proposal to residential use requires permission, and where the proposal is outside the developed footprint of a settlement listed in the Settlement Hierarchy or the developed footprint of a hamlet, then the proposal will be supported provided that the following criteria are met:

- a) Comprehensive and proportionate evidence is provided to justify either that the building can no longer be used for the purpose for which it was originally built, or the purpose for which it was last used, **or** that there is no demand (as demonstrated through a thorough and robust marketing exercise) for the use of the building for business purposes; and
- b) The building is capable of conversion with minimal alteration, including no need for inappropriate new openings and additional features; and
- c) The building is of notable architectural or historic merit and intrinsically worthy of retention in its setting.

Part B: Replacement of a dwelling in the countryside

The replacement of an existing dwelling outside the developed footprint of a settlement will be supported provided that:

- a) The residential use of the original dwelling has not been abandoned;
- b) The original dwelling is not of any architectural or historic merit and it is not valuable to the character of the settlement or wider landscape;
- c) The original dwelling is a permanent structure, not a temporary or mobile structure;
- d) The replacement dwelling is of a similar size and scale to the original dwelling;
- e) It is located on the footprint of the original dwelling unless an alternative position within the existing residential curtilage would provide notable benefits and have no adverse impact on the wider setting; and
- f) It satisfies the requirements of Policy S11: Embodied Carbon.

Part C: Mobile homes within the countryside

Applications for temporary and mobile homes will be considered in the same way as applications for permanent dwellings. The exception to this is cases when a temporary or mobile home is needed during the construction of a permanent dwelling on site or on a nearby site: in such cases more flexibility will be applied. Permission granted in such instances will be subject to time restrictions.

Part D: New dwellings in the countryside

Applications for new dwellings will only be acceptable where they are essential to the effective operation of existing rural operations listed in tier 8 of Policy S1. Applications should be accompanied by evidence of:

- a) Details of the rural operation that will be supported by the dwelling;
- b) The need for the dwelling;
- c) The number of workers (full and part time) that will occupy the dwelling;
- d) The length of time the enterprise the dwelling will support has been established;
- e) The commercial viability of the associated rural enterprise through the submission of business accounts or a detailed business plan;
- f) The availability of other suitable accommodation on site or in the area; and
- g) Details of how the proposed size of the dwelling relates to the needs of the enterprise.

Any such development will be subject to a restrictive occupancy condition.

Part E: Non-residential development in the countryside

Proposals for non-residential development will be supported provided that:

- a) The rural location of the enterprise is justifiable to maintain or enhance the rural economy **or** the location is justified by means of proximity to existing established businesses or natural features;
- b) The location of the enterprise is suitable in terms of accessibility;
- c) The location of the enterprise would not result in conflict with neighbouring uses; and
- d) The development is of a size and scale commensurate with the proposed use and with the rural character of the location.

Part F: Agricultural diversification

Proposals involving farm based diversification to non-agricultural activities or operations will be permitted, provided that the proposal will support farm enterprises and providing that the development is:

- a) In an appropriate location for the proposed use;
- b) Of a scale appropriate to its location; and
- c) Of a scale appropriate to the business need.

Part G: Agricultural, forestry, horticultural or other rural land-based development

Proposals which will help farms modernise and/or adapt to funding changes or climate change will be supported in principle and any such proposals will be considered against relevant design, landscape and natural environment policies in this plan.

Where permission is required, development proposals for buildings required for agriculture or other rural land based development purposes will be supported where:

- a) It is demonstrated that there is a functional need for the building which cannot be met by an existing, or recently disposed of, building;
- b) the building is of a scale that is proportionate to the proposed functional need;
- c) the building is designed specifically to meet the functional need identified;
- d) the site is well related to existing buildings in terms of both physical and functional location, design and does not introduce isolated structures away from existing buildings;
and
- e) significant earthworks are not required, and there will be no harm to natural drainage and will not result in pollution of soils, water or air.

3. Energy, Climate Change and Flooding

3.1. Introduction

- 3.1.1. The planning system is tasked with supporting the transition to a low carbon future in a changing climate. It is directed, by Government policy in the NPPF, to shape places in ways that contribute to “radical reductions” in greenhouse gas emissions, minimise vulnerability and improve resilience. As part of that, it is tasked with supporting renewable and low carbon energy and associated infrastructure.
- 3.1.2. Local Plans are also legally obliged to include policies ‘designed to secure’ that the development and use of land contributes to the mitigation of, and adaptation to, climate change. National policy (NPPF, footnote 48) also reminds planning authorities that Local Plans are obliged to proactively contribute towards the legally binding requirement of emissions in the UK to become net zero by 2050.
- 3.1.3. Put another way, this Local Plan would be unlawfully produced if it did not meaningfully contribute to reducing emissions, help mitigate against climate change and help society adapt to a changing climate.
- 3.1.4. The Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) is rising to that challenge as set by parliament. No longer will planning decision makers in Central Lincolnshire merely ‘encourage’ development proposals to achieve certain standards, or only ‘welcome’ development that goes a little beyond certain building regulation basic minimums. Development in Central Lincolnshire must do, and can do, far better than that. We are legally obliged to do more. And, for future generations, we are morally obliged to do more.
- 3.1.5. The four authorities which are represented on the CLJSPC have all recognised the climate crisis we face and the urgent need for action. Indeed, if we continue to emit around 1.2 million tonnes of CO₂ in Central Lincolnshire (as we did in 2018), then by around 2026/27 we will have emitted around 9 million tonnes. 9 million tonnes is Central Lincolnshire’s entire CO₂ lifetime budget (or fair share) of global emissions, as calculated by the Tyndall Centre, if the globe is to stay under 2°C rise in temperatures as recommended by the Intergovernmental Panel on Climate Change (IPCC). Put another way, if we continue to emit CO₂ in Central Lincolnshire like we presently do, then from around 2027 we will have exceeded our budget or allowance, and we would then have to rely on other locations to emit less than their fair share to compensate for our excess emissions. Staying below 9 million tonnes does not mean we have to be net zero carbon here in Central Lincolnshire by 2026/27. But it does mean that the earlier we act now, the more energy we conserve now and the more renewable energy we generate now, then the longer timeframe we get to use up our 9 million tonnes of CO₂ budget. The further we push that end date of consuming the 9 million tonnes beyond 2026, the greater chance we all have of achieving a smooth transition to a net zero carbon Central Lincolnshire.
- 3.1.6. Whilst this Local Plan cannot do everything (it especially has very limited influence over existing buildings, for example), it can ensure that new development, from the day this Plan has been adopted, be fit for a zero-carbon future, contribute to the transition to a net-zero carbon society, and be responsive to a changing climate. In fact, only such development is welcome in Central Lincolnshire.

3.1.7. The Central Lincolnshire Joint Committee recognises both the urgency of the climate crisis and the need for a radical new approach by the planning system to help reduce carbon emissions. But it also recognises that the policy response to the climate crisis, and the implementation of any such policies, is new territory for Central Lincolnshire and, indeed, is not established policy elsewhere in the country. As such, the Central Lincolnshire authorities are committed to working with all those involved in the planning system, and especially applicants, so that the policies of this Plan can be implemented smoothly and effectively. To help with this, we will publish a series of guidance notes or template forms, which will help applicants provide the right information first time, thus speeding up the process and providing clarity for all.

The Evidence Base

3.1.8. As with many aspects of planning policy, it is important to establish what the evidence is first, in order to provide an appropriate policy response. For this chapter, a prime source of evidence was a set of reports prepared by consultants over 2020/21, and published in their final form in June 2021. Such evidence is available on our website, and provides a compelling case for a robust policy framework. The policies in this Chapter are heavily influenced by the recommendations arising from that work.

3.1.9. Overall, the evidence points to five main themes in need of policy attention:

- The need to reduce energy consumption in new build;
- The need to generate energy from renewable sources;
- The need to protect or enhance natural ‘carbon sinks’;
- The need to facilitate a transition to net-zero carbon lifestyles; and
- The need to adapt to a changing climate.

3.1.10. This chapter is structured around the above five themes.

3.2. Theme One - Reducing Energy Consumption in New Build

3.2.1. The first section focusses on making sure development approved today will have a much-reduced energy demand, and, in doing so, stand the test of time and be fit for a net-zero carbon future. It is a false economy and unfair on future generations to provide sub-standard development now, which will only require expensive and destructive retrofitting measures later. As Government itself stated in January 2021 “it is significantly cheaper and easier to install energy efficiency and low carbon heating measures when homes are built, rather than retrofitting them afterwards.”¹

3.2.2. Development now must therefore be of the highest possible thermal efficiency. The expected energy use of such buildings must be as low as possible. And new development must, as the final step, take all practical and reasonable steps to generate low or zero carbon energy itself.

3.2.3. Overall, developers should follow the design principles for efficient buildings as part of all design proposals, as set out in Policy S6.

¹ Future Homes Standard: Government Response, January 2021:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/956094/Government_response_to_Future_Homes_Standard_consultation.pdf

- 3.2.4. The more effort that is put into steps 1-3 of the Policy, the more reward can be achieved, and the least amount needs to be achieved by steps 4 and 5. Put another way, developers should not start their thinking at step 4 or 5; they will be the least effective and most expensive options towards reducing carbon emissions. The National Design Guide (January 2021) provides some preliminary further guidance on the design principles set out below, and a number of other organisations such as TCPA and BRE provide expertise and guidance. However, the intention is that bespoke guidance will be produced for the Central Lincolnshire area upon adoption of this Local Plan, potentially in the form of Supplementary Planning Document(s) or Design Codes, which will further assist all parties to meet Policy S6 and other policies in this Chapter. Such guidance is intended to be in the form of example and best practice designs, as well as further guidance on what may constitute, for example, reasonable estimates of energy demand for typical buildings.

Policy S6: Design Principles for Efficient Buildings

When formulating development proposals, the following design expectations should be considered and in the following order:

1. Orientation of buildings – such as positioning buildings to maximise opportunities for solar gain, and minimise winter cold wind heat loss;
2. Form of buildings – creating buildings that are more efficient to heat and stay warm in colder conditions and stay cool in warmer conditions because of their shape and design;
3. Fabric of buildings – using materials and building techniques that reduce heat and energy needs. Ideally, this could also consider using materials with a lower embodied carbon content and/or high practical recyclable content;
4. Heat supply – net zero carbon content of heat supply (for example, this means no connection to the gas network or use of oil or bottled gas);
5. Renewable energy generated – generating enough energy from renewable sources on-site (and preferably on plot) to meet reasonable estimates of all regulated and unregulated total annual energy demand across the year.

Energy statements, as required by Policies S7 and S8, must set out the approach to meeting each of the above principles.

Reducing Energy Consumption - Residential Development

- 3.2.5. It is clear that in order to achieve a zero-carbon Central Lincolnshire, reducing energy consumption from future development must be prioritised and this is an area where the Local Plan can have significant impact. Evidence we commissioned has shown that existing buildings currently account for 43% of greenhouse gas emissions in Central Lincolnshire and without dramatically reducing the energy requirements of new development it will be impossible to reduce Central Lincolnshire's carbon budget within the timeframes required.
- 3.2.6. New development needs to be built with 'ultra-low' levels of forecast energy use and for residential development this means setting stringent standards for space heating demands, energy use intensity and installation of renewable energy technology such as solar photovoltaics (PV).
- 3.2.7. Government is committed to improving the energy efficiency of new homes through the Building Regulations system, under what it is describing as the Future Homes Standard (FHS). The introduction of the FHS will ensure, it is proposed, that an average home will

produce at least 75% lower CO₂ emissions than one built to current (early 2021) energy efficiency requirements. Homes built under the FHS will be ‘zero carbon ready’, which means that in the longer term, no further retrofit work for energy efficiency will be necessary to enable them to become zero-carbon homes as the electricity grid continues to decarbonise. However, the FHS is only proposed to take effect from 2025 (with an uplift in Building Regulations as a step towards FHS having taken place in 2022), and there is no legal guarantee of even that date being met. In Central Lincolnshire, we want to go further, and faster, and have prepared the evidence (available on our website) to demonstrate both why that is necessary and how it is achievable.

- 3.2.8. Policy S7 sets out how residential development in Central Lincolnshire will meet the above challenge. It includes a requirement for an ‘energy statement’, and also sets certain standards of performance. By the point of adopting this Local Plan, or very shortly thereafter, the local planning authorities in the area will publish a series of guidance notes and templates so that meeting the requirements of the policy can be demonstrated efficiently, effectively and consistently (and we are considering whether to make the use of such templates compulsory). We will also publish arrangements for monitoring compliance of permissions granted, so that everyone can have confidence that new homes and other buildings are built to the standards granted consent.

Policy S7: Reducing Energy Consumption – Residential Development

Unless covered by an exceptional basis clause below, all new residential development proposals must include an Energy Statement which confirms in addition to the requirements of Policy S6 that all such residential development proposals:

1. Can generate at least the same amount of renewable electricity on-site (and preferably on-plot) as the electricity they demand over the course of a year, such demand including all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building’s actual energy performance; and
2. To help achieve point 1 above, target achieving a site average space heating demand of around 15-20kWh/m²/yr and a site average total energy demand of 35 kWh/m²/yr, achieved through a ‘fabric first’ approach to construction. No single dwelling unit to have a total energy demand in excess of 60 kWh/m²/yr, irrespective of amount of on-site renewable energy production. (For the avoidance of doubt, ‘total energy demand’ means the amount of energy used as measured by the metering of that home, with no deduction for renewable energy generated on site).

The Energy Statement must include details of assured performance arrangements. As a minimum, this will require:

- a) The submission of ‘pre-built’ estimates of energy performance; and
- b) Prior to each dwelling being occupied, the submission of updated, accurate and verified ‘as built’ calculations of energy performance. Such a submission should also be provided to the first occupier (including a Non-Technical Summary of such estimates).

Weight will be given to proposals which demonstrate a deliverable commitment to on-going monitoring of energy consumption, post-occupation, which has the effect, when applicable, of notifying the occupier that their energy use appears to significantly exceed the expected performance of the building, and explaining to the occupier steps they could take to identify the potential causes of such high energy use.

Exceptional Basis Clauses:

Below are three clauses which may allow certain developments to not meet in full the policy requirements above, though in all cases the energy performance arrangements of points a) and b) are still required.

Clause 1 (technical or policy reasons):

Where, on an exceptional basis, points 1-2 cannot be met for technical (e.g. overshadowing) or other policy reasons (e.g. heritage), then the Energy Statement must demonstrate both why they cannot be met, and the degree to which each of points 1-2 are proposed to be met. A lack of financial viability will not be deemed either a technical or policy reason to trigger this exceptional basis clause.

Where Clause 1 is utilised, and where the proposal is of 10 units or more (or, for development proposals of less than 10 units but more than a combined total of 1,000sq m or more, as measured by CIL regulations if such regulations remain in force), then the applicant must either:

- a) enter into an appropriate legal agreement which will either provide renewable energy infrastructure offsite equivalent to at least offsetting the additional energy requirements not achieved on site; or,
- b) enter into an appropriate legal agreement to provide a financial contribution to the applicable LPA of a value sufficient to enable that LPA to offset (via off site renewable energy infrastructure or other offsite infrastructure to deliver a reasonable carbon saving) the remaining performance not achieved on site (with this being a minimum contribution of £5k and a maximum of £15k per dwelling unit); or
- c) demonstrate that the residential units will be connected to a decentralised energy network or combined heat and power unit, in accordance with policy S9 below.

Clause 2 (accreditation scheme):

To simplify (and hence speed up) the decision-making process, applicants are able to demonstrate that they have met the requirements of points 1-2 of this policy if they provide certified demonstration of compliance with:

- Passivhaus Plus or Premium; or
- Passivhaus Classic, provided this is supplemented with evidence to demonstrate how point 1 of this policy will also be met; or
- Any other recognised national independent accreditation scheme, provided such scheme is demonstrated to be consistent with the requirements of this policy.

Clause 3 (viability):

In Value Zones C and D as indicated on Map 3² (see chapter 4 of this Local Plan), which essentially is Sleaford and Gainsborough and immediate surrounding land only, and on brownfield land throughout the plan area, it is acknowledged that the full delivery of requirements 1 and 2 in this policy may not be possible in some cases for viability reasons. Consequently, for proposals in such areas or on such brownfield land, the applicable local planning authority will continue to require an Energy Statement to be submitted, and, if full delivery of requirements 1 and 2 are not proposed to be met, such a Statement must set out the degree to which points 1 and 2 are proposed to be met in order to enable the development to become viable.

Reducing Energy Consumption – Non-Residential Buildings

- 3.2.9. New non-residential development must also be built and designed to minimise energy consumption for the same reasons and in a similar vein to residential buildings.

² Please note: the extent of the viability zones can be seen in detail on the Interactive Local Plan Policies Map on the Central Lincolnshire Local Plan website.

- 3.2.10. Government is proposing, via the Building Regulations, very similar measures for non-domestic buildings as it is for domestic, under the working title of Future Buildings Standard (FBS), albeit FBS is slightly behind FHS in terms of consultation and drafting of such standards. According to Government (Jan 2021), “the Future Buildings Standard will deliver highly efficient non-domestic buildings which use low-carbon heat, ensuring they are better for the environment and fit for the future”. Like FHS, it is proposed that the FBS will be in place and operating by 2025.
- 3.2.11. Also similar to FHS, the FBS programme believes “that providing the best fabric standards possible should be essential to buildings constructed to the Future Buildings Standard”. However, Government notes that “the relationship between building fabric and energy demand in non-domestic buildings is complicated, and often a balance needs to be struck between heating, cooling demands, and daylight provision. In some circumstances, providing extremely high levels of insulation can increase overall building energy use, and it is important that we encourage designers to seek the right specifications.”
- 3.2.12. Like FHS, we support the principles behind FBS but we want non-domestic buildings to be built to higher standards further and faster than proposed by Government.
- 3.2.13. Nevertheless, the policy below does build in two exception clauses, one of which relates to achieving a certain level of BREEAM. BREEAM assesses much wider issues than just energy use, such as water, waste, health and wellbeing and building materials. Each category is sub-divided into a range of assessment issues, each with its own aim, target and benchmarks. When a target or benchmark is reached, as determined by the BREEAM assessor, the development or asset score points, called credits. The category score is then calculated according to the number of credits achieved and its category weighting. Once the development has been fully assessed, the final performance rating is determined by the sum of the weighted category scores. As such, a building may not score highly on energy use, but score very highly on other matters and still consequently achieve an excellent or outstanding rating. Whilst this may mean a building which makes use of the BREEAM related exception clause below is not entirely compatible with the ‘net zero’ ambitions of this Local Plan, the wider environmental and carbon-related benefits of achieving an excellent or outstanding BREEAM rating is considered appropriate as an exception to meeting the main part of the Policy below.

Policy S8: Reducing Energy Consumption – Non-Residential Buildings

All new non-residential development proposals must include an Energy Statement which confirms that all such non-residential development proposals:

1. Can generate at least the same amount of renewable electricity on-site (and preferably on-plot) as they demand over the course of a year, such demand including all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building’s actual energy performance; and
2. To help achieve point 1 above, target achieving a site average space heating demand of around 15-20kWh/m²/yr and a site average total energy demand of 70 kWh/m²/yr. No unit to have a total energy demand in excess of 90 kWh/m²/yr, irrespective of amount of on-site renewable energy production. (For the avoidance of doubt, ‘total energy demand’ means the amount of energy used as measured by the metering of that building, with no deduction for renewable energy generated on site).

The Energy Statement must include details of assured performance arrangements. As a minimum, this will require:

- a) The submission of 'pre-built' estimates of energy performance; and
- b) Prior to each building being occupied, the submission of updated, accurate and verified 'as built' calculations of energy performance. Such a submission should also be provided to the first occupier (including a Non-Technical Summary of such estimates);

Weight will be given to proposals which demonstrate a deliverable commitment to on-going monitoring of energy consumption, post occupation, which has the effect, when applicable, of notifying the occupier that their energy use appears to exceed significantly the expected performance of the building, and explaining to the occupier steps they could take to identify the potential causes of such high energy use.

Exceptional Basis Clauses:

Below are set out two potential clauses allowing certain developments to not meet in full the policy requirements above, though in all cases the energy performance arrangements of points a) and b) are still required.

Clause 1 (technical or policy reasons):

Where, on an exceptional basis, points 1-2 cannot be met for technical (e.g. overshadowing) or other policy reasons (e.g. heritage) or other technical reason linked to the unique purpose of the building (e.g. a building that is, by the nature of its operation, an abnormally high user of energy), then the Energy Statement must demonstrate both why they cannot be met, and the degree to which each of points 1-2 are proposed to be met.

Where this exceptional basis clause is utilised, and where it involved the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more, then the applicant must either:

- a) enter into an appropriate legal agreement which will either provide renewable energy infrastructure offsite equivalent to at least offsetting the additional energy requirements not achieved on site; or,
- b) enter into an appropriate legal agreement to provide a financial contribution to the applicable LPA of a value sufficient to enable that LPA to offset (via off site renewable energy infrastructure or other offsite infrastructure to deliver a reasonable carbon saving) the remaining performance not achieved on site (with this being a minimum contribution of £5k and a maximum of £100k per 1,000 square metres); or
- c) demonstrate that the building/s will be connected to a decentralised energy network or combined heat and power unit, in accordance with Policy S9 below.

Clause 2 (use of an accredited certification scheme):

To simplify (and hence speed up) the decision-making process, applicants are able to demonstrate, as an alternative to policy requirements 1-2, that the proposal has compliance with BREEAM Outstanding or Excellent.

Reducing Energy Consumption – Decentralised Energy Networks and Combined Heat and Power

- 3.2.14. Decentralised energy is energy produced locally and close to where it will be used. This compares with, for example, electricity which is generated in a large power station and then sent through the national grid, typically wasting 8-15% of power value in doing so. Local energy networks can be established to distribute energy (and heat) to buildings more efficiently for heating and domestic hot water. Many decentralised energy systems and networks are powered by renewable or low carbon energy sources which will help

minimise carbon emissions as well having the advantage, potentially, of being more reliable and less vulnerable than centralised systems.

- 3.2.15. Combined Heat and Power (CHP) is where both electricity and heat (or cooling) is generated from a single source of energy and is located locally to where the electricity and heat is consumed. CHP generation is also more efficient than traditional energy generation operating at around 65%-75% efficiency compared to 50%.
- 3.2.16. Some decentralised energy networks rely on fossil fuels (e.g. gas) and therefore, whilst often more efficient than a centralised fossil fuel system, are still net carbon emitters.
- 3.2.17. In October 2021, the Government consulted on proposals for heat network zoning.³ The consultation set out proposals for how heat network zoning could operate. Central Government envisage central and local government working together with industry and local stakeholders, to identify and designate areas within which heat networks are the lowest cost solution for decarbonising heating. It is envisaged that this will help heat network developers to accelerate deployment of heat networks where they are most appropriate and help heat networks increase their contribution towards meeting net zero commitments.
- 3.2.18. In that consultation the Government proposes that in a heat network zone all new buildings, large public sector and large non-domestic buildings – as well as larger domestic premises which are currently communally heated – would be required to connect to a heat network within a prescribed timeframe. Exemptions could be sought where it would not be cost-effective to connect, compared to an alternative low carbon solution. The consultation document expressed the intention to also introduce a low carbon requirement to ensure that new heat networks built within heat network zones are compatible with net zero commitments. At the time of writing, the Government continues to conduct trials on heat networks, and it is uncertain what measures in the consultation will be taken forward.
- 3.2.19. Policy S9 below recognises the potential role of decentralised energy networks and combined heat and power plants, but in a way consistent with the wider climate related ambitions of the Plan. In the last part of the policy which refers to ‘very low carbon’ based power sources, this is defined as energy which has very low or nil carbon emissions (compared to conventional use of fossil fuels), both at the point of consumption and, if applicable, during its manufacturing.

Policy S9: Decentralised Energy Networks and Combined Heat and Power

Where an existing decentralised energy network exists in the locality, and such a network is likely operational in the long term (i.e. minimum 30 years), then development proposals in the vicinity can consider connection to such an existing energy network provided that in doing so it does not require the network as a whole to increase its fossil fuel consumption (i.e. it should be demonstrated that the network either has spare and wasted capacity, or demonstrate that the energy in the decentralised network is sourced from renewable sources).

Any proposal for a new or extended combined heat and power network will only be supported if the power source of such a network is renewable or very low carbon based.

³ <https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning>

Reducing Energy Consumption – Circular Economy

- 3.2.20. A circular economy is an alternative economic model which focuses on waste minimisation and product reuse: it is a direct challenge to the current linear “make, use and dispose” model of consumption.⁴
- 3.2.21. A circular economy is about maximising the use of materials and resources through recycling, reusing, repairing and sharing as much as possible. The ultimate aim of this is to reduce the production, consumption and disposal of materials and resources, thereby reducing energy use and carbon consumption. Circular economies can therefore help to preserve resources and reduce the damaging environmental impacts that result from production, consumption and waste disposal.
- 3.2.22. A circular economy can also be positive for the local economy, as it can create jobs in a local area to serve the circular economy, rather than support a consumption economy which relies on imports from outside the area (including international imports).
- 3.2.23. A circular economy is based on three fundamental principles:
1. Designing out waste and pollution;
 2. Keeping products and materials in use; and
 3. Regenerating natural systems.

The first principle requires businesses and organisations to rethink their supply chain and identify ways that they can avoid creating waste and pollution through their operations. The second principle centres around maximising the recycling, reusing, refurbishing, repairing, sharing and leasing of resources. The third principle requires businesses and organisations to consider how they can not only protect the natural environment, but improve it. The circular economy principles can be applied at all scales- globally, locally and at individual business level.

- 3.2.24. Policy S10 aims to support development proposals which will contribute to the delivery of circular economy principles. Examples of such proposals include:
- Proposals which have been designed to reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life;
 - Proposals which incorporate sustainable waste management onsite;
 - Proposals which make specific provision for the storage and collection of materials for recycling and/ or re-use; and
 - Proposals for the colocation of two or more businesses/ services for the purpose of sharing resources or maximising use of waste products.

Policy S10: Supporting a Circular Economy

The Joint Committee is aware of the high energy and material use consumed on a daily basis, and, consequently, is fully supportive of the principles of a circular economy.

⁴ <https://wrap.org.uk/about-us/our-vision/wrap-and-circular-economy>

Accordingly, and to complement any policies set out in the Minerals and Waste Development Plan, proposals will be supported, in principle, which demonstrate their compatibility with, or the furthering of, a strong circular economy in the local area (which could include cross-border activity elsewhere in Lincolnshire).

Reducing Energy Consumption – Embodied Carbon

- 3.2.25. A significant proportion of a building's lifetime carbon is locked into its fabric and systems. Embodied carbon means all the carbon dioxide (and other greenhouse gases) emitted in producing materials so in the case of buildings means all the emissions from the sourcing and construction of building materials, the construction of the building itself, all the fixtures and fittings inside and, arguably, the deconstruction and disposal at the end of a building's lifetime. Embodied carbon figures have been calculated for different dwelling types across Central Lincolnshire with the average embodied carbon figure of 45 tonnes of CO₂ per dwelling. Put another way, a brand-new home has already emitted 45 tonnes of CO₂ before it has been occupied. That's about the same as a typical petrol or diesel car emits over 10 years of average use. Addressing the embodied carbon can provide cost-effective potential for carbon savings and cost savings over and above those traditionally targeted through operational savings. Much of the low-hanging fruit of embodied carbon abatement is yet to be taken advantage of. It therefore provides a significant opportunity to reduce the carbon impact of the business and increase organisational carbon savings.
- 3.2.26. Reduction in embodied carbon is also not subject to ongoing building user behaviour in the way that operational carbon savings are. As a result, embodied carbon benefits can be more accurate and identifiable than predicted operational carbon reductions, particularly when the final occupant of the building is not known at the time.
- 3.2.27. Embodied carbon savings made during the design and construction stage are also delivered today. This contrasts with operational emissions savings which are delivered over time in the future. Indeed, a Kg of CO₂ saved over the next 5 years has a greater environmental value than a kg saved in say 10 or more years' time.
- 3.2.28. Embodied carbon assessment can also contribute to other sustainability targets and priorities beside carbon. For example, use of recycled content, recyclability of building materials, and reduced waste materials to landfill can all result from a focus on reducing embodied carbon and also contribute to waste reduction targets. Similarly, benefits to the local community can accrue from reduced on-site energy generation and cleaner fabrication processes which mitigate the impact of the development site on the local area; the use of more local sourcing and local supply chains can also support jobs and the economy in the local area (or if not local, at regional or national level).
- 3.2.29. This Local Plan supports measures to reduce embodied carbon through encouraging developers to demonstrate how developments over a specified floor area have reduced embodied carbon.

Policy S11: Embodied Carbon

All development should, where practical and viable, take opportunities to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials.

Presumption against demolition:

To avoid the wastage of embodied carbon in existing buildings and avoid the creation of new embodied carbon in replacement buildings, there is a presumption in favour of repairing, refurbishing, re-using and re-purposing existing buildings over their demolition. Proposals that result in the demolition of a building (in whole or a significant part) should be accompanied by a full justification for the demolition. For non-listed buildings demolition will only be acceptable where it is demonstrated to the satisfaction of the local planning authority that:

1. the building proposed for demolition is in a state of such disrepair that it is not practical or viable to be repaired, refurbished, re-used, or re-purposed; or
2. repairing, refurbishing, re-using, or re-purposing the building would likely result in similar or higher newly generated embodied carbon than if the building is demolished and a new building is constructed; or
3. repairing, refurbishing, re-using, or re-purposing the building would create a building with such poor thermal efficiency that on a whole life cycle basis (i.e. embodied carbon and in-use carbon emissions) would mean a lower net carbon solution would arise from demolition and re-build; or
4. demolition of the building and construction of a new building would, on an exceptional basis, deliver other significant public benefits that outweigh the carbon savings which would arise from the building being repaired, refurbished, re-used, or re-purposed.

Applications within the countryside relating to the re-use or conversion of existing buildings will only be acceptable where they also meet the requirements of Policy S5, S34, or S43 as applicable.

Major development proposals:

All major development proposals should explicitly set out what opportunities to lower a building's embodied carbon content have been considered, and which opportunities, if any, are to be taken forward.

In the period to 31 December 2024, there will be no requirement (unless mandated by Government) to use any specific lower embodied carbon materials in development proposals, provided the applicant has at least demonstrated consideration of options and opportunities available.

From 1 January 2025, there will be a requirement for a development proposal to demonstrate how the design and building materials to be used have been informed by a consideration of embodied carbon, and that reasonable opportunities to minimise embodied carbon have been taken. Further guidance is anticipated to be issued by the local planning authorities on this matter prior to 1 January 2025.

Reducing Energy Consumption – Water Efficiency

- 3.2.30. The supply and disposal of water has a significant carbon impact. Whilst the bulk (90%) of water-related carbon emissions come from the heating of water, the process of treating and pumping water to homes also has an impact (10%). Reducing water use (supply and disposal) therefore can have a significant carbon impact, even more so if that water is heated. Even small measures, such as a water butt, can make a difference – each time a 100l water butt is filled with rainwater, and used to water garden plants instead of using mains water, it saves 79g/CO₂ (Source: Water UK, which estimates the carbon footprint of 1 litre of domestic water is 0.79g/CO₂/l). That's a carbon saving on top of the wider water environment benefits of using rainwater rather than mains treated tap water.

- 3.2.31. Through the Building Regulations all developments are required to achieve a mandatory standard of 125 litres per person per day. The optional technical standards for housing allows local authorities to apply a more stringent standard of 110 litres per person per day where there is a clear local need. Central Lincolnshire is identified as being within an area of serious water stress⁵ and so this optional standard is required in this plan.
- 3.2.32. One, arguably extreme, measure could be through new buildings using rainwater for wider use than garden use (such as for toilet flushing). However, some evidence suggests this may actually not be the most sustainable option, due to the on-site treatment and storage requirements, and may have a higher carbon footprint than the use of mains water. This Plan remains neutral on this point and does not, therefore, promote or require such measures.

Policy S12: Water Efficiency and Sustainable Water Management

Water efficiency

To minimise impact on the water environment all new dwellings should achieve the Optional Technical Housing Standard of 110 litres per day per person for water efficiency as described by Building Regulation G2. Proposals which go further than this (to, for example, 85 litres per day per person) would be particularly supported.

Water management

In addition to the wider flood and water related policy requirements (*Policy S21*), all residential development or other development comprising new buildings:

- with outside hard surfacing, must ensure such surfacing is permeable (unless there are technical and unavoidable reasons for not doing so in certain areas) thereby reducing energy demand on the water recycling network;
- should consider the potential to incorporate a green roof and/or walls in accordance with Policy S20; and
- which is residential and which includes a garden area, must include a rain harvesting water butt(s) of minimum 100l capacity.

Reducing Energy Consumption – Existing Development

- 3.2.33. Whilst there is significant new development planned for Central Lincolnshire, the vast majority of buildings that will be occupied over the coming decades will be those built in earlier times when energy and performance standards were much lower than at present.
- 3.2.34. An Energy Performance Certificate (EPC) provides details of the energy performance of a property and is required for properties when constructed, sold or let.
- 3.2.35. The Minimum Energy Efficiency Standards (MEES) Regulations require all applicable properties to achieve an Energy Performance Certificate (EPC) of E or better. Separately, the Clean Growth Strategy (2017) has set a target for as many buildings as possible to achieve an EPC of C by 2030/35 and commits to keep energy efficiency standards under review.
- 3.2.36. Also of value, and supported by the Joint Committee, is PAS 2035:2019 Retrofitting Dwellings for Improved Energy Efficiency: Specifications and Guidance. Targeted at

⁵ Water Stressed Areas – 2021 Final Classification - <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

existing homes (rather than new development, or home extensions) it is a key document in a framework of new and existing standards on how to conduct effective energy retrofits of existing buildings. It covers how to assess dwellings for retrofit, identify improvement options, design and specify Energy Efficiency Measures (EEM) and monitor retrofit projects.

- 3.2.37. The standard drives the 'whole house approach' including the 'fabric first' methodology. It defines the qualifications and responsibilities of individual retrofit roles and respective activities required prior and post EEM installation. TrustMark Registered Businesses carrying out work within its scope are required to be compliant with its requirements, so if you are planning to have work done on your home, you may wish to ask about PAS 2035 and whether the builder is a TrustMark registered business.
- 3.2.38. Further details available here: www.trustmark.org.uk/ourservices/pas-2035/
- 3.2.39. In the context of all of the above, the following policy aims to assist in improving the energy efficiency of existing buildings, complementing the wider policies of this Plan which are primarily aimed at new buildings. Further advice on energy efficiency measures that may be appropriate in historic buildings and regarding the avoidance of maladaptation can be found in Historic England published advice such as at <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>.

Policy S13: Reducing Energy Consumption in Existing Buildings

For all development proposals which involve the change of use or redevelopment of a building, or an extension to an existing building, the applicant is encouraged to consider all opportunities to improve the energy efficiency of that building (including the original building, if it is being extended)*.

Proposals which do consider and take such viable opportunities will, in principle and subject to other material considerations, be supported. In particular, residential properties which, following an extension or conversion, will achieve an improved EPC rating overall will, in principle, be supported. To gain this in principle support, a pre-development EPC should be provided as part of the application, together with evidence as to how a completed development EPC is likely to be rated.

More generally, for any work on a residential property, the use of the PAS 2035:2019 Specifications and Guidance (or any superseding guidance) is encouraged.

*Note: for any heritage asset, improvements in energy efficiency of that asset should be consistent with the conservation of the asset's significance (including its setting) and be in accordance with national and local policies for conserving and enhancing the historic environment.

3.3. Theme 2 - Increase Renewable Energy Generation

- 3.3.1. The second section of this chapter focusses on what the Local Plan can do to facilitate an increase in renewable energy generated in Central Lincolnshire, as part of a transition towards a net-zero carbon future. It does this by proactively encouraging investment in renewable energy infrastructure, encouraging and supporting the delivery of wider transformation infrastructure (such as energy storage), and requiring certain infrastructure

as part of new development where there is reasonable certainty that a net-zero carbon society would depend on such infrastructure.

Generating Renewable Energy

3.3.2. The generation and use of renewable energy reduces demand for fossil fuels, thus reducing harmful greenhouse gas emissions. Renewable energy technologies include:

- Photovoltaic solar panels- for electricity generation
- Thermal solar panels- for heating
- Wind turbines- for electricity generation
- Ground source heat pumps – for heating
- Air source heat pumps – for heating

3.3.3. Not only does the use of renewable energy reduce carbon emissions, and thus help address climate change, but it also has many other benefits too, namely:

- It is sustainable- renewable energy will not run out, unlike fossil fuels which are finite;
- The renewable energy sector creates jobs in the short and long term, for example, project planning, installation, operation and maintenance;
- Onshore wind offers the most cost-effective choice for electricity in the UK and these cost savings can be passed onto the consumer;
- Onshore wind technology is getting more efficient whilst maintaining the same footprint, and land between wind turbines can be used for other productive purposes, such as food production.

3.3.4. In Central Lincolnshire, the aim of the Joint Committee that prepared this Plan is to maximise appropriately located renewable energy generated in Central Lincolnshire, as confirmed in Policy S14 below. The Policy sets no floor or cap on the scale of renewable energy targeted to be generated, preferring, instead, an approach which supports all appropriate proposals that meet the policy requirements set out.

Wind Energy

3.3.5. In June 2015 Government issued a Written Statement⁶ on wind energy development, stating that, *when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:*

- *the development site is in an area identified as suitable for wind energy development in a local or neighbourhood plan; and*
- *following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.*

3.3.6. This position is transcribed in national policy (NPPF (2021) footnote 54). Whether a proposal has the backing or support of the local community is a judgement the local planning authority will have to make on a case by case basis.

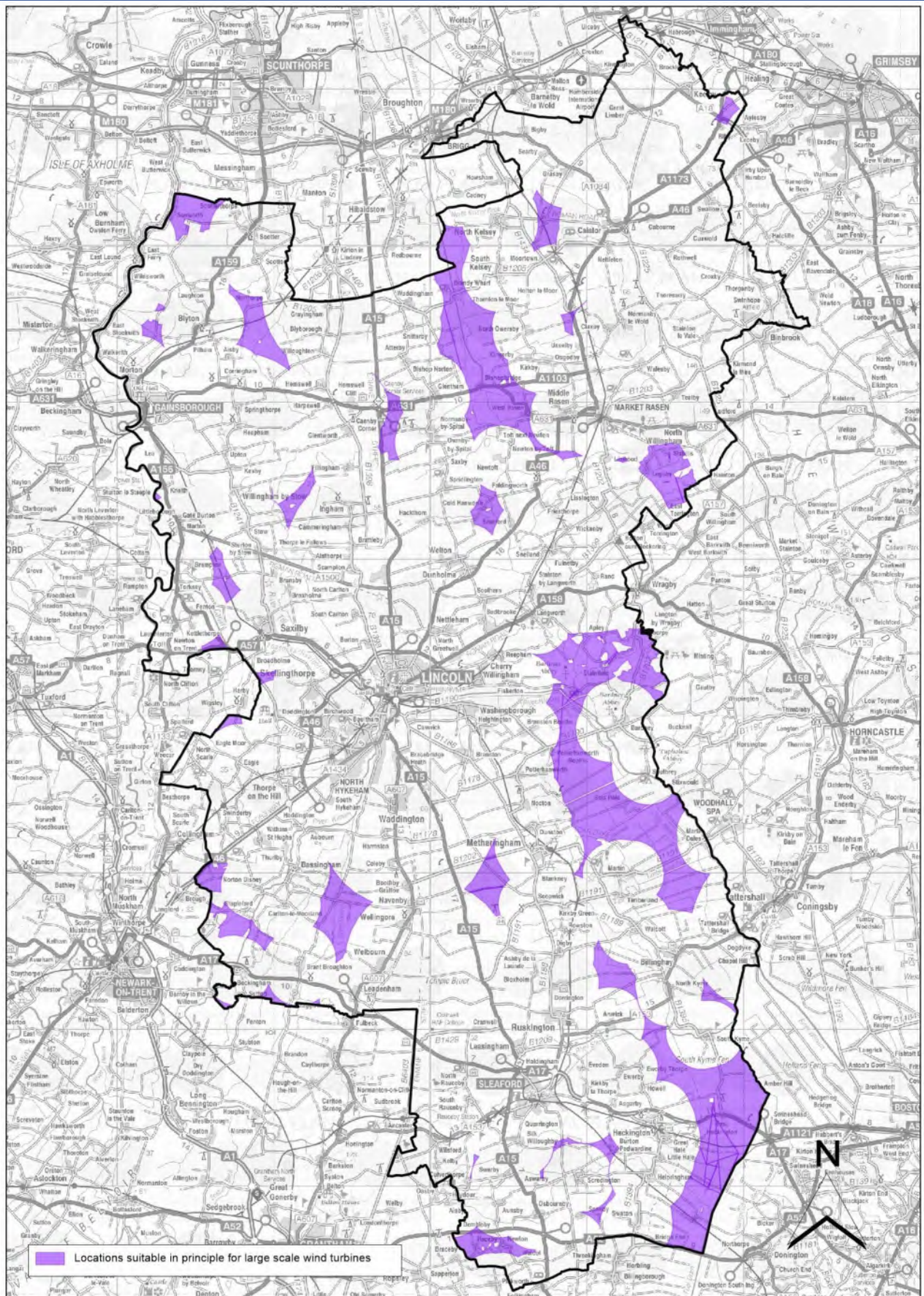
⁶ <https://www.parliament.uk/globalassets/documents/commons-vote-office/June-2015/18-June/1-DCLG-Planning.pdf>

- 3.3.7. As mentioned in the introduction to this chapter, this Local Plan must be radical, and do more than merely ‘encourage’ action against climate change. As applications for wind turbines can (in accordance with the above national policy) only be approved if they are in a location identified as suitable for wind energy development, this Local Plan therefore identifies potentially suitable areas for wind turbine development. The alternative (i.e. not identifying any potentially suitable areas) would mean that wind turbine applications in Central Lincolnshire could only be approved if an area was identified in a neighbourhood plan: this could result in no or very limited wind turbine development, which would not be in line with Central Lincolnshire's ambition to facilitate a net zero carbon future and would be a barrier to this Local Plan making a legally required meaningful contribution to addressing the climate change crisis. Not identifying potentially suitable areas for wind turbine development would also make the goal of net zero carbon, whether by 2050 (UK legal requirement) or earlier (stated ambition of many authorities) harder to achieve, and result in greater pressure to adopt more revolutionary measures elsewhere. In principle, therefore, this Local Plan supports and helps facilitate the delivery of wind turbines.
- 3.3.8. Policy S14 below differentiates between small to medium scale turbines and medium to large turbines. This Local Plan establishes that the whole of the Central Lincolnshire area is potentially suitable for small to medium wind turbine development, while only the limited area shown indicatively on Map 2 (and defined on the Policies Map) is potentially suitable for the development of medium to large scale turbines.
- 3.3.9. Full details of the approach used to identify areas potentially suitable for medium to large wind turbine development are set out in a separate evidence document available on our website, but the following paragraphs provide a summary of our approach:
- 3.3.10. **Considering wind opportunity** – For wind turbines to be effective, there must be wind to power them. The East Midlands Low Carbon Energy Study (2011) highlighted that wind speeds in Central Lincolnshire are generally feasible for large-scale wind development and that wind speeds across Central Lincolnshire are consistently above 5.5m/s (the general threshold for economic viability). It is not considered that any material changes will have occurred since 2011 to impact this position, so it is maintained that, in principle, the opportunity for wind turbine development remains across the whole Central Lincolnshire area.
- 3.3.11. **Mapping of principal constraints** – The next step is identifying and mapping strategic level constraints to broadly identify the areas potentially suitable for wind turbine development. These constraints have been identified as:
- All settlements over 50 dwellings identified in the Settlement Hierarchy and settlements over 50 dwellings outside Central Lincolnshire (plus 2km buffer)
 - Lincolnshire Wolds Area of Outstanding Natural Beauty
 - Areas of Great Landscape Value
 - Sites of Special Scientific Interest; Special Protection Areas; Special Areas of Conservation; Ramsars; National Nature Reserves; Local Wildlife Sites; Ancient Woodland
 - Protected Battlefields; Scheduled Monuments; Historic Parks and Gardens; Conservation Areas
 - 5km exclusion zone around airports and airfields, namely: Humberside; RAF Waddington; RAF Coningsby; RAF Barkston Heath, Kirton Lindsey airfield; Sturgate airfield; Wickenby Aerodrome; and Temple Bruer Airfield.

- 3.3.12. For most of the constraints identified above, no additional ‘buffer zone’ around them has been included. To do so was deemed inappropriate, as the required distance between a wind turbine and a constraint may vary significantly depending on the specifics of the site and nature of the proposal: as such, proximity to the identified principal constraints will be a matter for detailed consideration at the time of application.
- 3.3.13. **Map of areas potentially suitable for wind turbine development** – When all of the principal constraints are combined the result provides a number of areas which are not constrained by a ‘principal constraint’ and therefore potentially suitable in principle for medium-large scale wind turbines as shown on the indicative Map 2 below, and set out in detail on the Policies Map. All areas coloured purple are potentially suitable for medium-large wind turbine development.
- 3.3.14. As well as the principal constraints discussed above, there is, of course, the potential for numerous other site specific constraints, such as: landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets and their settings and the historic landscape; and highway safety. However, again, the impact of these constraints may vary significantly depending on the specifics of the site and the nature of the proposal, and therefore were not used to sieve out additional areas which are deemed unsuitable in principle for medium to large turbines.
- 3.3.15. To illustrate the above point, the Witham Fen north of the Heckington Eau is a historic landscape potentially sensitive to the introduction of wind turbines; both because it is a shared setting to the numerous scheduled monuments sited around it and because of its importance in key views to Lincoln Castle / Cathedral and Tattershall Castle. Whilst this historic landscape area has not been applied as an absolute constraint to medium-large scale wind turbines, any wind turbine proposals in that area would have to carefully consider the impact on the historic landscape and the heritage assets associated with it.
- 3.3.16. **Detailed assessment of applications** – It is important to stress that the areas on Map 2 and the Policies Map are only ‘*potentially suitable*’ for medium-large scale wind turbines: being within these locations does not mean that an application for a wind turbine or turbines would automatically be approved. It is not possible to easily and comprehensively map qualitative considerations, so such matters are considered at the point of application: all applications for wind turbines will be assessed against the detailed policy criteria set out in Policy S14 below, and all other relevant policies in this Local Plan, as well as policies in any relevant Neighbourhood Plan.
- 3.3.17. In addition, applicants will also have to demonstrate that any planning impacts identified by affected local communities have been fully addressed, in order to satisfy national policy⁷.

⁷ See NPPF (2021) paragraph 158 and footnote 54.

Map 2: Map of area suitable in principle, subject to detailed assessment, for the development of medium to large wind turbines. Areas marked in purple are potentially suitable for medium to large wind turbines. Smaller turbines are, in principle (and subject to detailed assessment), supported throughout Central Lincolnshire.



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Policy S14: Renewable Energy

The Central Lincolnshire Joint Strategic Planning Committee is committed to supporting the transition to a net zero carbon future and will seek to maximise appropriately located renewable energy generated in Central Lincolnshire (such energy likely being wind and solar based).

Proposals for renewable energy schemes, including ancillary development, will be supported where the direct, indirect, individual and cumulative impacts on the following considerations are, or will be made, acceptable. To determine whether it is acceptable, the following tests will have to be met:

- i. The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets, their settings and the historic landscape; and highway safety and rail safety; and
- ii. The impacts are acceptable on aviation and defence navigation system/communications; and
- iii. The impacts are acceptable on the amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as noise, dust, odour, shadow flicker, air quality and traffic;

Testing compliance with part (i) above will be via applicable policies elsewhere in a development plan document for the area (i.e. this Local Plan; a Neighbourhood Plan, if one exists; any applicable policies in a Minerals or Waste Local Plan); and any further guidance set out in a Supplementary Planning Document.

In order to test compliance with part (ii) above will require, for relevant proposals, the submission by the applicant of robust evidence of the potential impact on any aviation and defence navigation system/communication, and within such evidence must be documented areas of agreement or disagreement reached with appropriate bodies and organisations responsible for such infrastructure.

In order to test compliance with part (iii) above will require, for relevant proposals, the submission by the applicant of a robust assessment of the potential impact on such users, and the mitigation measures proposed to minimise any identified harm.

For all matters in (i)-(iii), the applicable local planning authority may commission its own independent assessment of the proposals, to ensure it is satisfied what the degree of harm may be and whether reasonable mitigation opportunities are being taken.

Where significant adverse effects are concluded by the local planning authority following consideration of the above assessment(s), such effects will be weighed against the wider environmental, economic, social and community benefits provided by the proposal. In this regard, and as part of the planning balance, significant additional weight in favour of the proposal will arise for any proposal which is community-led for the benefit of that community.

In areas that have been designated for their national importance, as identified in the National Planning Policy Framework, renewable energy infrastructure will only be permitted where it can be demonstrated that it would be appropriate in scale, located in areas that do not contribute positively to the objectives of the designation, is sympathetically designed and includes any necessary mitigation measures.

Additional matters for solar based energy proposals

Proposals for solar thermal or photovoltaics panels and associated infrastructure to be installed on existing property will be under a presumption in favour of permission unless there is clear and demonstrable significant harm arising.

Proposals for ground based photovoltaics and associated infrastructure, including commercial large scale proposals, will be under a presumption in favour unless:

- there is clear and demonstrable significant harm arising; or
- the proposal is (following a site specific soil assessment) to take place on Best and Most Versatile (BMV) agricultural land and does not meet the requirements of Policy S67; or
- the land is allocated for another purpose in this Local Plan or other statutory based document (such as a nature recovery strategy or a Local Transport Plan), and the proposal is not compatible with such other allocation.

Proposals for ground based photovoltaics should be accompanied by evidence demonstrating how opportunities for delivering biodiversity net gain will be maximised in the scheme taking account of soil, natural features, existing habitats, and planting proposals accompanying the scheme to create new habitats linking into the nature recovery strategy.

Additional matters for wind based energy proposals

Proposals for a **small to medium single wind turbine**, which is defined as a turbine up to a maximum of 40m from ground to tip of blade, are, in principle, supported throughout Central Lincolnshire (i.e. the whole of Central Lincolnshire is identified as a broad area potentially suitable for such a single turbine), subject to meeting the above criteria (i)-(iii) and the requirements of national planning policy. Under this paragraph, no dwelling or other operation (e.g. a farm or a business) may have more than one turbine at any one time in the curtilage of that dwelling or other operation.

Proposals for **medium (over 40m from ground to tip of blade) to large scale wind turbines (including groups of turbines)** will, in principle, be supported only where they are located within an area identified as a 'Broad Area Suitable for Larger Scale Wind Energy Turbines' as identified on the Policies Map and (indicatively) on Map 2. Such proposals will be tested against criteria (i)-(iii) and the requirements of national planning policy.

Medium to large scale wind turbines must not be within 2km of a settlement boundary of a settlement identified in the Settlement Hierarchy. However, where a proposal is within 2km of any residential property, the following matters will need careful consideration as to the potential harm arising:

- Noise
- Flicker
- Overbearing nature of the turbines (established by visual effects from within commonly used habitable rooms)
- Any other amenity which is presently enjoyed by the occupier.

In this regard, no medium to large scale wind turbine within 700m of a residential property is anticipated to be supported, and proposals between 700-2,000m will need clear evidence of no significant harm arising.

For the avoidance of doubt, any medium to large scale wind turbine proposals outside of the identified Broad Area Suitable for Larger Scale Wind Energy Turbines should be refused.

Decommissioning renewable energy infrastructure

Permitted proposals will be subject to a condition that will require the submission of an End of Life Removal Scheme within one year of the facility becoming non-operational, and the implementation of such a scheme within one year of the scheme being approved. Such a scheme should demonstrate how any biodiversity net gain that has arisen on the site will be protected or enhanced further, and how the materials to be removed would, to a practical degree, be re-used or recycled.

Protecting Renewable Energy Infrastructure

- 3.3.18. In addition to supporting the development of new renewable and low carbon energy schemes and installations, it is also important to protect existing schemes and installations, to ensure that their benefits to the environment and users (e.g., reduced heating bills) continue. Policy S15 therefore aims to safeguard such instalments.

Policy S15: Protecting Renewable Energy Infrastructure

Development should not significantly harm:

- a) the technical performance of any existing or approved renewable energy generation facility;
- b) the potential for optimisation of strategic renewable energy installations;
- c) the availability of the resource, where the operation is dependent on uninterrupted flow of energy to the installation.

Wider Energy Infrastructure

- 3.3.19. In order to support a move to a zero carbon Central Lincolnshire there is a need to move away from fossil fuels (gas, petrol, diesel, oil) towards low carbon alternatives and this transition needs to take place with increasing momentum in order to stay within identified carbon saving targets. The key implication of the move towards low carbon energy will be the increasing demand for electricity – demand for electrical energy is forecast to increase by 165% in Central Lincolnshire over the next 30 years. As a result, the infrastructure around energy, and in particular electrical infrastructure, will need to adapt and change to accommodate the increased need for the management and storage of electricity. Energy storage including battery storage, consideration of existing and new electricity sub-stations and energy strategies for large developments are required to help support the future energy infrastructure needs for Central Lincolnshire.

Policy S16: Wider Energy Infrastructure

The Joint Committee is committed to supporting the transition to net zero carbon future and, in doing so, recognises and supports, in principle, the need for significant investment in new and upgraded energy infrastructure.

Where planning permission is needed from a Central Lincolnshire authority, support will be given to proposals which are necessary for, or form part of, the transition to a net zero carbon sub-region, which could include: energy storage facilities (such as battery storage or thermal storage); and upgraded or new electricity facilities (such as transmission facilities, sub-stations or other electricity infrastructure).

However, any such proposals should take all reasonable opportunities to mitigate any harm arising from such proposals, and take care to select not only appropriate locations for such facilities, but also design solutions (see Policy S53) which minimises harm arising.

3.4. Theme 3 – Carbon Sinks

- 3.4.1. Peat and peat soil are increasingly being recognised as major carbon storage resources and when these are damaged or lost they can become a major source of greenhouse gas emissions. Less than 1% of England’s deep peat has been identified as undamaged, with almost a quarter being under cultivation. As a result, countries are being encouraged to include peatland restoration as part of their commitments to global international agreements such as the Paris Agreement on climate change. As well as storing carbon, peat also provides important habitats for biodiversity and increasingly plays a major role in managing flood risk as part of natural flood management processes.
- 3.4.2. In Central Lincolnshire, existing peatland is classed as fen peat which has been identified and mapped and can be mainly found in low lying areas adjacent to waterways including near Gainsborough, Lincoln, North Kelsey and Sleaford. Although they make up a relatively small area of Central Lincolnshire they should be protected, preserved and enhanced wherever possible to ensure they continue to store carbon. The extent of peat soils in Central Lincolnshire, identified from geology and soils mapping by the British Geological Survey and Cranfield Soil and Agrifood Institute, can be seen in the maps in the Central Lincolnshire Local Plan: Climate Change Evidence Base Task L – Peat Soil Mapping (documents CLC011 and CLC012 in the local plan evidence base).
- 3.4.3. Carbon sequestration is the long-term removal, capture, or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide and to mitigate or reverse climate change. Carbon dioxide is naturally captured from the atmosphere through biological, chemical, and physical processes. These changes can be accelerated or decelerated through changes in land use. For example, land currently used for non-crop purposes (such as trees or grasslands) which is lost to other uses (such as development or intensive agriculture) can reduce or even stop carbon sequestration from happening on that land. Likewise, land which has no material carbon sequestration currently occurring can be converted, via alternative land use, to one which commences carbon sequestration. Overall, we need to protect land which has a role of positive carbon sequestration, and where possible create additional land fulfilling that function.

Policy S17: Carbon Sinks

Existing carbon sinks, such as peat soils, must be protected, and where opportunities exist they should be enhanced in order to continue to act as a carbon sink.

Where development is proposed on land containing peat soils or other identified carbon sinks, including woodland, trees and scrub; open habitats and farmland; blanket bogs, raised bogs and fens; and rivers, lakes and wetland habitats*, the applicant must submit a proportionate evaluation of the impact of the proposal on either the peat soil’s carbon content or any other form of identified carbon sink as relevant and in all cases an appropriate management plan must be submitted.

There will be a presumption in favour of preservation of peat and other carbon sinks in-situ. Proposals that will result in unavoidable harm to, or loss of, peat soils or other identified carbon sinks will only be permitted if it is demonstrated that:

- a) the site is allocated for development; or
- b) there is not a less harmful viable option to development of that site.

In any such case, the harm caused must be shown to have been reduced to the minimum possible and appropriate, satisfactory provision will be made for the evaluation, recording and interpretation of the peat soils or other form of carbon sink before commencement of development.

For peat soils that are to be removed, the soils must be temporarily stored and then used in a way that will limit carbon loss to the atmosphere.

Proposals to enhance peat soils and protect its qualities will be supported. Proposals to help strengthen existing, or create new, carbon sinks will be supported.

Carbon Sequestration

The demonstration of meaningful carbon sequestration through nature based solutions within a proposal will be a material consideration in the decision-making process. Material weight in favour of a proposal will be given where the net situation is demonstrated to be a significant gain in nature based carbon sequestration as a consequence of the proposal. Where a proposal will cause harm to an existing nature based carbon sequestration process, weight against such a proposal will be given as a consequence of the harm, with the degree of weight dependent on the scale of net loss.

* Please refer to Carbon Storage and Sequestration by Habitat 2021 (NERR094) (Natural England), which identifies 'reliable', 'long term' and 'important' carbon sinks and to the maps in 'Central Lincolnshire Local Plan: Climate Change Evidence Base Task L – Peat Soil Mapping' (documents CLC011 and CLC012 in the local plan evidence base).

3.5. Theme 4 - Facilitating a Transition to Net-zero Carbon Lifestyles

3.5.1. Central Lincolnshire's emissions come from a variety of sectors and activities. The Local Plan can influence many of these to a varying extent, but not to the full extent that would ensure a transition to net zero carbon across the whole plan area. National policy, sectoral practices, technological advance and individual behaviours will also shape the carbon outcomes.

3.5.2. Nevertheless, this Theme 4 section includes some commentary and a policy to help with the transition towards a net zero society.

Transport - Transitioning Away from Fossil Fuel Use

3.5.3. Transport is the largest source of CO₂ emissions in the UK, including in Central Lincolnshire. This is mostly due to road transport, where small increases in fuel efficiency have been cancelled out by an increase in mileage. The total amount of transport emissions has remained fairly similar in recent years, in contrast to other sectors which have shrunk their emissions. Lincolnshire has had a 46% increase in road mileage from 1993 to 2018. A switch to electric vehicles is underway but has been slow. The national ban on new diesel and petrol cars from 2030 will help, but existing cars will remain in use long after that. Nevertheless, it is beyond doubt that we are at the start of the transition

away from fossil fuel combustion engines to electric vehicles, a process which may have almost come to its conclusion by the end date (2040) of this Local Plan.

- 3.5.4. With such monumental change on the horizon, it is imperative that the built environment be ready.
- 3.5.5. In December 2021 the Building Regulations were updated with a new Part S being added which addresses Infrastructure for charging electric vehicles. These regulations will come into effect in June 2022 and will require the provision of charging points in both residential and non-residential developments, with specific levels of requirements set out for uses, not for every parking space to be provided with a charging point.
- 3.5.6. As a result of these new Building Regulations Policy NS18 does not seek the basic provision of electric vehicle charging points, but, given that we will all be expected to drive electric vehicles in the not-too-distant future, it seeks to ensure that the location of electric vehicle charging points are well situated to ensure that they will be readily accessible to future users.

Policy NS18: Electric Vehicle Charging

The location of charging points in development proposals should be appropriately located to allow for easy and convenient access from the charge point to the parking space/s, and be designed and located in a way which:

- a) minimises the intrusion of the charge point on the wider use and access of the land;
- b) minimises the risk of vehicle collision with the charge point; and
- c) has ease of access for maintenance and replacement of electric vehicle charging infrastructure.

Fossil Fuels – Transitioning Away from Fossil Fuel Extraction

- 3.5.7. The current Lincolnshire Minerals and Waste Local Plan, adopted in 2016, includes a policy which supports the “exploration, appraisal and/or production of conventional and unconventional hydrocarbons” (Policy M9). However, the Central Lincolnshire Joint Strategic Planning Committee has taken the view that both the legislative and policy context has evolved considerably since then. Indeed, the Committee’s view is that the remaining carbon budget, at both a local and a global level, cannot be met if fossil fuels continue to be extracted and consumed. Whilst undoubtedly there will be a period of time where we transition away from fossil fuels, it is imperative that the economy needs to move to low carbon energy, and Policy M9 is not, in the view of the Committee, compatible with this transition. Extraction and burning of fossil fuels is not commensurate with delivering a net zero carbon Central Lincolnshire.
- 3.5.8. Lincolnshire County Council is the Minerals Authority for Lincolnshire and as such it is responsible for making decisions on applications for mineral exploration and working, and for allocating land for such uses, as well as maintaining planning policies for minerals exploration and extraction. The Joint Committee recognises that this Local Plan cannot introduce a minerals policy relating to developments that fall under the jurisdiction of the County Council, nor does it have the legal ability to introduce a development plan policy which is inconsistent with an existing development plan policy in an adopted Minerals and Waste Plan (namely, Policy M9 of the Lincolnshire Minerals and Waste Plan, 2016).

Nevertheless, resisting fossil fuel extraction is vital in delivering the climate change aims of this Local Plan, and therefore the Joint Committee hereby confirms its in principle view against any form of fossil fuel exploration, extraction, production or energy generation in its area.

- 3.5.9. Please note that a draft version of this Plan included a policy on this matter (Policy S19), but, following a recommendation from the examining Inspectors, this Policy was withdrawn prior to Plan adoption. Consequently, and in order to maintain continuity of Policy numbering, there is no longer any Policy S19 in this Plan, and the next Policy maintains its Policy S20 numbering.

3.6. Theme 5 - Adapting to a Changing Climate

- 3.6.1. This final section of the chapter acknowledges that climate change is happening and, even if we meet our legal obligations set by the Paris Agreement and the 2006 Act, there will be consequences that society will have to prepare for and learn to adapt to. It is important that new development enables society to respond to that change and adapt our built environment to accommodate those changes.

- 3.6.2. Part of this consideration is making sure that new development takes full account of flood risk, both current risk and future forecast risk.

Adapting to a Changing Climate – Building Design

- 3.6.3. The built environment should be built to last: buildings should be designed in a way that they are adaptable and can be fit for purpose in the long term, even if their use changes. Adaptable building design avoids, or at least minimises, waste, reduces the use of materials, and reduces overall emissions from the demolition and redevelopment of buildings that are no longer fit for purpose or incapable of being easily changed.

- 3.6.4. Overheating is also an area of growing concern. Government published alongside the Future Homes Standard consultation in October 2019 research on home overheating which demonstrated that during warm years, overheating will occur in most new homes in most locations in England, particularly in London. The research also showed that mitigation techniques, such as solar shading and increased ventilation, are highly effective at reducing indoor temperatures, which in turn reduces the risk of mortality and the impact on productivity associated with sleep loss. Subsequently, Government has published a new Building Regulation ‘Part O: Overheating Mitigation’, which came into effect from June 2022. It applies only to residential development, but has the overall requirement that ‘reasonable provision must be made... to (a) limit unwanted solar gains in summer; and (b) provide an adequate means to remove heat from the indoor environment’. In practice, therefore, a residential proposal which meets Part O would likely be deemed to be compliant with Criterion 1 in Policy S20 below, though the applicant may want to helpfully explain how, in meeting Part O, the design solution is not to the detriment of achieving solar gain outside of the warmest months of the year. No such building regulations currently apply to non-residential proposals, but they may come forward in the future.

Policy S20: Resilient and Adaptable Design

Heat resilience

In order to prevent and minimise the impacts of overheating in the built environment, applicants must demonstrate, commensurate with the scale and location of the proposal, consideration of:

1. How the design of the development minimises overheating and reduces demand on air conditioning systems, including considering:
 - a) orienting buildings to maximise the opportunities for both natural heating and ventilation and to reduce wind exposure; and
 - b) measures such as solar shading, thermal mass and appropriately coloured materials in areas exposed to direct and excessive sunlight;

In considering the above, the balance between solar gain versus solar shading will need to be carefully managed.
2. The potential to incorporate a green roof and/or walls to aid cooling, add insulation, assist water management and enhance biodiversity, wherever possible linking into a wider network of green infrastructure; unless such roof space is being utilised for photovoltaic or thermal solar panels; or on a whole life cycle basis, it is demonstrated that a lower specification roof has a significantly lower carbon impact than a green roof; or the nature of the development makes it impracticable to incorporate a green roof.

Adaptable design

Applicants should design proposals to be adaptable to future social, economic, technological and environmental requirements in order to make buildings both fit for purpose in the long term and to minimise future resource consumption in the adaptation and redevelopment of buildings in response to future needs. To meet this requirement, applicants should undertake the following, where applicable:

3. Allow for future adaptation or extension by means of the building's internal arrangement internal height, detailed design and construction, including the use of internal stud walls rather than solid walls to allow easier reconfiguration of internal layout. Residential proposals which meet, as a minimum, Building Regulations M4(2) (accessible and adaptable dwellings) standard would be deemed to have complied with this criterion;
4. Identification on floor plans of internal space with potential to accommodate 'home working': this may include bedrooms where there is more than 1 bedroom proposed;
5. Provision of electric car charging infrastructure (*see Policy NS18*);
6. Infrastructure that supports car free development and lifestyles;
7. Having multiple well-placed entrances on larger non-residential buildings to allow for easier subdivision; and
8. Is resilient to flood risk, from all forms of flooding (*see Policy S21*).

3.7. Flood Risk and Water Resources

- 3.7.1. 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.

Flood Risk

- 3.7.2. In accordance with the NPPF and supporting technical guidance, Policy S21 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,

addenda to the SFRA Level 1 and Level 2 has been undertaken and published, to inform the process.

- 3.7.3. 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, that it would be safe for its lifetime taking account of the vulnerability of its users, without increasing risk elsewhere and, where possible, will reduce flood risk overall.
- 3.7.4. 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.
- 3.7.5. 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.
- 3.7.6. 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.
- 3.7.7. Sustainable Drainage Systems (SuDS) are used to replicate, as closely as possible, the natural drainage from a site before development takes place without transferring pollution to groundwater. Developers should ensure that good SuDS principles consistent with national standards such as The SuDS Manual (C753 – CIRIA) are considered and incorporated into schemes as early in the development process as possible. A multi-functional approach to SuDS is encouraged that should take every opportunity to incorporate features that enhance and maintain biodiversity as part of a coherent green and blue infrastructure approach. The use of Integrated Water Management is encouraged for larger scale developments. Reference should be made to the Lincolnshire County Council Development Roads and Sustainable Drainage Design Guide and CIRIA guidance on Integrated Water Management. The Design Guide provides information on planning and adoption milestones and requirements and lists the essential technical

documents and information required at various stages of the planning and adoption process to enable the necessary processes to be progressed. When SuDS features which meet the legal definition of sewers are to be adopted by the relevant water company for the area, reference should be made to the Design and Construction Guidance.

Protecting the Water Environment

- 3.7.8. 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.
- 3.7.9. 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. The first presumption in such areas must be to provide a system of foul drainage discharging into a public sewer. Only where it can be shown to the satisfaction of the local planning authority that connection to a public sewer is not feasible, should non-mains foul sewage disposal solutions be considered.
- 3.7.10. 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 approach to groundwater protection (Feb 2018 v1.2) or any subsequent replacement.
- 3.7.11. 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 the justification to require, via this Local Plan, the higher water efficiency standard of 110 litres per day which can be achieved through the installation of water efficient toilets, showers and taps. Water re-use measures are encouraged wherever feasible in order to reduce consumption and demand on the mains water supply further.
- 3.7.12. 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 and supporting guidance 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. Development in this area should also make reference to the East Inshore and East Offshore Marine Plans.
- 3.7.13. To support the planning process and provide a better understanding of flood risk, drainage management and water management in the area, data from the EA, LLFA, IDBs and Water Resources East have been used to inform the SFRA Level 1 and 2, site allocations

and Local Plan policies. In preparing the Local Plan, the Joint Lincolnshire Flood Risk and Drainage Management Strategy, Partnership Approach to Catchment Management, Water Resources Management Plan and the GLLEP Water Management Plan have been referenced.

- 3.7.14. 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. Adequate mains foul water treatment and disposal should be evidenced through liaison with the Water/ Sewerage Company. The outcome of those discussions, the implications for the development and, where appropriate, a phasing plan should be provided in support of applications.

Policy S21: Flood Risk and Water Resources

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 the development does not place itself or existing land or buildings at increased risk of flooding;
- c) that the development will be safe during its lifetime taking into account the impacts of climate change and will be resilient to flood risk from all forms of flooding such that in the event of a flood the development could be quickly brought back into use without significant refurbishment;
- d) that the development does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant bodies, where adoption, ongoing maintenance and management 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)/ Integrated Water Management into the proposals unless they can be shown to be inappropriate.

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 adequate mains foul water treatment and disposal already exists or can be provided in time to serve the development. Non mains foul sewage disposal solutions should only be considered where it can be shown to the satisfaction of the local planning authority that connection to a public sewer is not feasible;
- i) that they meet the Building Regulation water efficiency standard of 110 litres per occupier per day or the highest water efficiency standard that applies at the time of the planning application (*see also Policy S12*);

- j) that water reuse and recycling and rainwater harvesting measures have been incorporated wherever possible in order to reduce demand on mains water supply as part of an integrated approach to water management (*see also Policy S11*);
- k) that they have followed the surface water hierarchy for all proposals:
 - i. surface water runoff is collected for use;
 - ii. discharge into the ground via infiltration;
 - iii. discharge to a watercourse or other surface water body;
 - iv. discharge to a surface water sewer, highway drain or other drainage system, discharging to a watercourse or other surface water body;
 - v. discharge to a combined sewer;
- l) that no surface water connections are made to the foul system;
- m) 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;
- n) that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated;
- o) 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;
- p) 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;
- q) how Sustainable Drainage Systems (SuDS)/ Integrated Water Management to deliver improvements to water quality, the water environment and to improve amenity and biodiversity net gain wherever possible have been incorporated into the proposal unless they can be shown to be impractical;
- r) 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);
- s) that suitable access is safeguarded for the maintenance of watercourses, water resources, flood defences and drainage infrastructure; and
- t) that adequate provision is made to safeguard the future maintenance of water bodies to which surface water and foul water treated on the site of the development is discharged, preferably by an appropriate authority (e.g. Environment Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local Council).

In order to allow access for the maintenance of watercourses, development proposals that include or abut a watercourse should ensure no building, structure or immovable landscaping feature is included that will impede access within 8m of a watercourse, or within 16m of a tidal watercourse. Conditions may be included where relevant to ensure this access is maintained in perpetuity and may seek to ensure responsibility for maintenance of the watercourse including land ownership details up to and of the watercourse is clear and included in maintenance arrangements for future occupants.

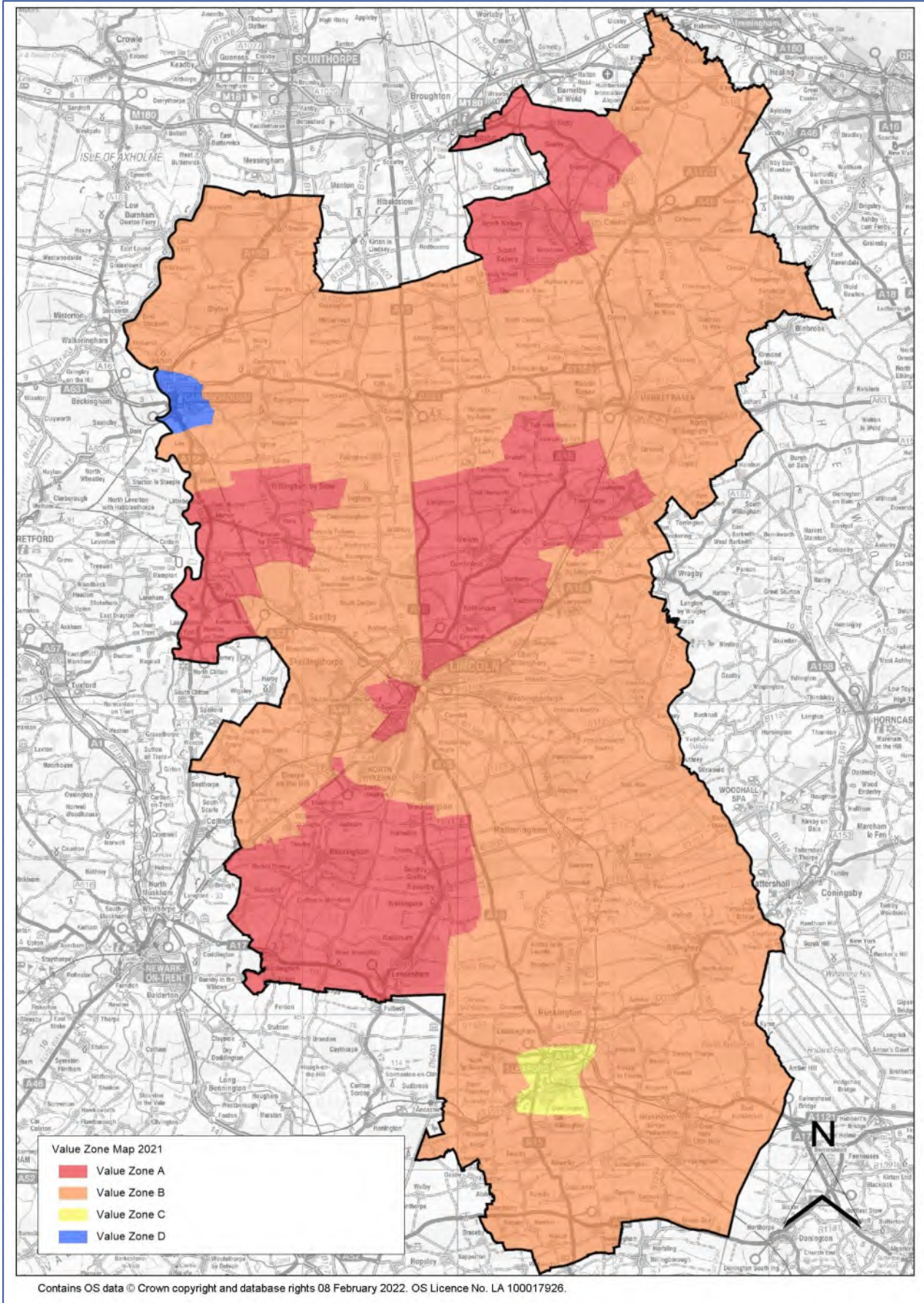
4. Housing

4.1. Affordable Housing

- 4.1.1. The NPPF requires local planning authorities to deliver a sufficient supply of homes and states that “*the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies*”.⁸
- 4.1.2. The Central Lincolnshire Housing Needs Assessment (HNA) (2020) updated the evidence in the Strategic Housing Market Assessment (SHMA) (2015) to provide the evidence for affordable housing need in Central Lincolnshire. The HNA findings suggest that across Central Lincolnshire, there is a newly arising need for 592 affordable homes per year to 2040 taking into account the existing backlog. To help meet this need it is therefore important that a proportion of all new housing developments are affordable, subject to viability.
- 4.1.3. For developer contributions, national guidance is clear that the viability considerations of the policy requirement for affordable housing should be considered as a whole with other policy requirements, such as infrastructure contributions. This means that it is important that we get the right balance between meeting affordable housing and infrastructure needs whilst ensuring that Central Lincolnshire continues to be an attractive and viable place to build and invest.
- 4.1.4. To help inform this balance, an assessment of the Whole Plan Viability has been undertaken which takes into account costs of building new homes and costs associated with policies in this local plan against the sales values of homes in Central Lincolnshire. This Whole Plan Viability Assessment informed what level of affordable housing can be sought, and where, whilst ensuring that development remains viable – a key requirement for local plans. The Whole Plan Viability Assessment identified four value zones which are distinctive by the sales values achieved within these areas, these are indicated on Map 3 below and can be viewed in detail on the Interactive Local Plan Policies Map on the Central Lincolnshire website:

⁸ NPPF (2021) paragraph 62.

Map 3: Map showing the value zones in Central Lincolnshire with red indicating Value Zone A, orange Value Zone B, yellow Value Zone C and blue Value Zone D.



- 4.1.5. Some parishes within North Kesteven District and West Lindsey District are designated as a rural area under section 157(1) of the Housing Act 1985 as amended. In these areas it is possible to seek affordable housing from sites of 5 or more dwellings rather than the generally applied threshold of 10 or more dwellings.⁹
- 4.1.6. Affordable housing is defined as housing for sale or rent for those whose needs are not met by the market. The NPPF breaks this down into defined types including affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership. It is important that a variety of affordable tenures is retained to maintain a supply of homes to meet the varied needs and affordability levels. The NPPF stipulates that at least 10% of all homes delivered on major development sites should be *“available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.”*¹⁰
- 4.1.7. In May 2021, the Government introduced First Homes, a new tenure of affordable housing, to the Planning Practice Guidance (PPG). First Homes are a specific type of discounted market housing which are reduced by a minimum of 30% against market value, sold to people meeting set eligibility criteria.¹¹ The PPG stipulates that First Homes should make up at least 25% of all affordable housing units being delivered through planning obligations. The purpose of First Homes is, as set out in the PPG, a mechanism to allow people to get on the housing ladder in their local area.
- 4.1.8. The PPG establishes national thresholds, percentages, caps and eligibility criteria for First Homes, but it also grants substantial opportunity for local deviation where evidence demonstrates that such a change is justified.
- 4.1.9. The Central Lincolnshire HNA sets out detailed information about affordability of various housing products when considering average local incomes. For example, in 2019 60% of households in Lincoln had an annual household income of less than approximately £30,000. This figure was slightly higher in West Lindsey at about £35,000 and in North Kesteven at £40,000.¹² These are substantially lower than the national annual household income cap of £80,000 to be eligible for First Homes. Furthermore, the HNA also demonstrates that 90% of households across Central Lincolnshire have an annual household income of less than £80,000.
- 4.1.10. Furthermore, the PPG stipulates that First Homes cannot be priced greater than £250,000 outside of Greater London, after the discount has been applied – this would mean the full market value of more than £350,000, based on a 30% discount being applied. The HNA identifies that average house prices paid across Central Lincolnshire were substantially below this by 2022, at around £229,000.
- 4.1.11. This evidence in the HNA clearly demonstrates that if the £250,000 cap were applied in Central Lincolnshire it would render the product unaffordable for the majority of first time

⁹ The areas where this rural designation applies are shown on the interactive policies map available at <https://www.n-kesteven.gov.uk/central-lincolnshire/local-plan-review/>

¹⁰ NPPF (2021) paragraph 65.

¹¹ PPG Reference ID: 70-001-20210524

¹² Central Lincolnshire Housing Needs Assessment (2020) – Figure 7.5

buyers¹³. Therefore, a reduced cap will be applied for First Homes in Central Lincolnshire of £160,000 (or full market value equivalent of £229,000 when 30% discount is applied). This cap will ensure that the product is aligned to Government's intention for First Homes and delivers homes that are truly affordable to people looking to get onto the property ladder as they will be accessible to approximately 50% of households in Central Lincolnshire. The minimum discount of 30% will be applied to First Homes but larger discounts will also be welcomed to either bring the value below the initial £160,000 cap or make available larger homes of a higher market value as First Homes.

- 4.1.12. It should be noted that £160,000 is not a target selling price. If the open market value of the First Home is below £229,000, before the 30% discount is applied, this will deliver a First Home price figure lower than £160,000. Providing a range of First Homes that offer a range of prices up to £160,000, to maximise affordable options is welcomed.
- 4.1.13. The £160,000 maximum value price cap described above was established by the Joint Committee based on evidence during the preparation of this Plan. However, the Joint Committee recognises that house prices can go up and down over time, and the price cap should therefore be adjusted each year to reflect such changes. The adjustment will be done once a year, taking effect on 1 April each year, with the % increase or decrease being the same % increase or decrease in house prices as established by the preceding September ONS East Midlands House Price Index data. Thus, for example, the September 2022 ONS East Midlands House Price Index identifies an 11.3% rise in house prices for the East Midlands over the year to September 2022. That 11.3% rise will therefore be applied to the price cap commencing 1 April 2023, adjusted to the nearest £1,000, and therefore bringing the cap up to £178,000 (after the discount has been applied). That price cap will remain until 31 March 2024, when it will be adjusted again on 1 April 2024 to reflect the house price inflation as recorded for the period over the year to September 2023. This means the price cap could go up or down in any particular year, though the cap will never exceed any national default cap (currently £250,000) as in place at the time the adjustment is made each April.
- 4.1.14. Recognising that the sale of a home can be many years after consent has been achieved, the policy also enables a Planning Obligation agreement to have a mechanism which allows for an adjustment in the price cap as a development gets progressively built out. This will ensure the price cap as applied to the prospective purchaser is more appropriate at the point the home is sold, not the potentially outdated planning consent date. Model terms for a First Homes Planning Obligation (as currently likely applied through a 's106 Agreement') have been issued by Government, and these will form the basis of the agreement locally: <https://www.gov.uk/government/publications/first-homes-model-section-106-agreement-for-developer-contributions>.
- 4.1.15. Affordable housing will be delivered through different mechanisms including: contributions from developers; securing funding from Homes England and other external agencies; utilising the Central Lincolnshire authorities' resources, including developing Council housing; working with partner Registered Providers; delivery of rural exception sites either through an application or through a neighbourhood plan; First Homes exception sites built at the edge of settlements¹⁴ (as is dealt with through Policy S4); and maximising the take up of Government initiatives for intermediate or assisted home ownership.

¹³ Based on a 10% deposit and a four times income multiplier for a mortgage, an annual household income of more than £55,000 would be required to afford this – a figure which is not achieved by between 75% and 85% of households in Central Lincolnshire.

¹⁴ NPPF (2021) paragraph 72.

- 4.1.16. Based on evidence, Policy S22 below sets out the approach to securing affordable housing from developments in Central Lincolnshire.

Policy S22: Affordable Housing

Part One: Affordable Housing

The strategic aim will be to deliver the c.12,000 affordable dwellings that are needed during the plan period to meet the needs of residents unable to meet their own housing need through the open market, though it is recognised that for viability reasons not all this need will be met through the planning system alone. The affordable housing needs of the most vulnerable groups will be prioritised wherever possible.

To help maximise what the planning system can contribute to meeting affordable housing need, affordable housing will be sought on all qualifying housing development sites:

- a) of 10 or more dwellings or 0.5 hectares or more; or
- b) within a designated rural area within North Kesteven District, of 5 or more dwellings.

Where a site qualifies for affordable housing under a) and b), the percentage sought will be based on the value zones indicated on Map 3:

- c) Value Zone A 25%;
- d) Value Zone B 20%;
- e) Value Zone C 15%; and
- f) Value Zone D 10%

Of the affordable dwellings provided, the exact tenure mix should be identified through discussions with the local authority and informed by the latest Government guidance and up-to-date local Housing Need Assessment (HNA). The starting point for discussions will be based on delivery of 25% of all affordable housing delivered through planning obligations as First Homes, after which priority will be for delivery of affordable rent, subject to satisfying national policy requirements for 10% all housing being for affordable home ownership. This will form the basis of a S106 Agreement to accompany the planning permission.

First Homes are homes priced at least 30% below full market value at a maximum value of £160,000 after the discount has been applied. This maximum value price cap is valid up to 31 March 2023. Thereafter, the price cap will be adjusted on 1st April each year, rounded to the nearest £1,000, in line with the % increase or decrease in house prices as established by the preceding September ONS East Midlands House Price Index data. The updated price cap will be published on the Central Lincolnshire website. A Planning Obligation agreement will confirm both: (a) the total % or quantity of First Homes to be delivered on the site; and (b) a trigger mechanism clause to enable an up to date price cap to be confirmed close to the point of housing delivery (rather than date of consent). Such a clause may include a number of trigger points, if the development is to be built out in phases.

The Central Lincolnshire Authorities will seek the level of affordable housing on the basis of the above targets, but will negotiate with developers if an accurate viability assessment which reflects the recommended approach in the national Planning Practice Guidance demonstrates these cannot be met in full.

Affordable housing shall be provided on-site, unless it can be demonstrated that exceptional circumstances exist which necessitate provision on another site within the control of the applicant, or the payment of a financial contribution to the relevant local planning authority

(equivalent in value to it being provided on-site as specified in the latest Developer Contributions SPD), to enable the housing need to be met elsewhere.

Affordable housing should integrate seamlessly into the site layout amongst the private housing.

If a development scheme comes forward which is below these thresholds and thus does not require the provision of affordable housing, but the scheme is followed by an obviously linked subsequent development scheme at any point where the original permission remains extant, or up to 5 years following completion of the first scheme, then, if the combined total of dwellings or site size provided by the first scheme and the subsequent scheme/s exceed the thresholds in a) or b) as appropriate, then all of part one of this policy will be applied as a whole, with the precise level of affordable housing to be provided being 'back dated' to include the earlier scheme(s).

Part Two: Specialist housing for older people

Where specialist housing for older people is provided as private provision, including within a residential care home setting and including dwellings falling within Use Class C2, an affordable housing contribution will be sought in line with the requirements set out above.

Part Three: Rural affordable housing

In the countryside, immediately adjacent to an existing settlement, where through an assessment of local needs there is an identified need for affordable housing, permission for rural affordable housing may be permitted as an exception to policies in this Local Plan. To facilitate delivery of such schemes, the local planning authority may consider whether allowing a limited amount of market housing would be appropriate, taking into account the location of the site, the degree of need for affordable homes and the quantity of affordable homes delivered on the site.

Proposals for First Home exception sites will be supported in line with Policies S3 and S4. A small proportion of market housing will only be considered acceptable on First Home exception sites where they will deliver a proportion of affordable rent properties on the site. The exact proportion of market housing acceptable on a scheme will be considered against the amount of affordable rented properties to be delivered and will be informed by a PPG-compliant viability assessment agreed in discussion with the local planning authority.

Additional affordable housing in rural areas can be delivered through site allocations in neighbourhood plans.

Part Four: Affordable housing requirements for MOD housing

Affordable housing will not be sought on MOD housing development schemes provided the proposal is to meet the needs of service personnel and their families (for example housing development within military bases) and the homes will not be available to purchase or rent on the open market. Should the homes be subsequently sold (freehold or leasehold) or rented on the open market, a proportion should be provided as affordable housing, the details of which will be set out within a Section 106 agreement.

4.2. Housing Mix

- 4.2.1. The Central Lincolnshire authorities are keen to ensure that new homes are of a high standard in terms of the technical functioning of the home.
- 4.2.2. In the past, Local Plans could set such standards, but this led to inconsistencies between different Districts, and Government believed it generally caused confusion and expense for developers. Government therefore undertook a 'Housing Standards Review' and

rationalised the setting of technical standards for new housing reducing the burdens on developers.

- 4.2.3. These are now set out in the Planning Practice Guidance (PPG) and allow local planning authorities the option to set technical standards exceeding the minimum standards required by Building Regulations in respect of access and water, and a nationally described space standard. Evidence will be required to justify inclusion of such technical standards, not least in regards to viability.
- 4.2.4. Whilst the Central Lincolnshire authorities acknowledge there could be evidence of ‘need’ to introduce one or more of the optional standards, there is strong evidence to indicate that viability of development would be compromised (or other essential infrastructure not deliverable) if such standards were imposed on development in full.

Meeting Accommodation Needs

- 4.2.5. A variety of housing types, sizes and densities are required in Central Lincolnshire so that people can access a home that they can afford and that meets their needs.
- 4.2.6. The accommodation needs of specific groups in the community must be considered, including the needs of older people and of disabled people, the needs of Gypsies and Travellers¹⁵, Travelling Showpeople, and student accommodation needs.
- 4.2.7. It is recognised in the Housing Needs Assessment (HNA) that Central Lincolnshire has an ageing population which will lead to specific accommodation needs. Improved space standards are gradually being introduced through building regulations to ensure that housing has adequate space to meet wider needs and can be adapted easily to meet changing needs. These optional standards, specifically M4(2) (accessible and adaptable buildings) and M4(3) (wheelchair user dwellings), are already being delivered in developments.
- 4.2.8. In a September 2020 Government consultation,¹⁶ proposals were set out to increase the required access standards for all housing through building regulations. This consultation set out a range of options for how standards can be improved and, in response to the consultation in July 2022, the Government confirmed its intention to make M4(2) standards mandatory for all housing through Building Regulations.
- 4.2.9. There is also a need to consider the development of specialist facilities for older persons such as extra care sheltered housing schemes. In the case of more specialist housing, the PPG provides guidance for how to deliver different types of specialised housing for older people. Where such specialist accommodation is provided as private provision, an affordable housing contribution will be expected in accordance with Policy S22. Providing a wider range of accommodation options to meet older persons' needs has the potential to free up housing such as family homes.
- 4.2.10. In developing housing proposals, developers should discuss proposals with local authority strategic housing departments and have regard to evidence of need contained within the latest Housing Needs Assessment, the Central Lincolnshire Housing Growth Plan and

¹⁵ The needs of Gypsies and Travellers is addressed in Chapter 14 of this Local Plan.

¹⁶ “Raising accessibility standards for new homes: A consultation paper”, 8 September to 1 December 2020.

other appropriate evidence, such as the Joint Strategic Needs Assessment, the Lincolnshire Extra Care Strategy, and the Lincolnshire Homes for Independence Blueprint.

Policy S23: Meeting Accommodation Needs

Developers are expected to provide housing solutions that contribute to meeting the housing needs of the housing market area, as identified in the latest Central Lincolnshire Housing Needs Assessment and in any other appropriate local evidence. This means new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

Proposals which deliver housing at the higher access standards of Part M Building Regulations (Access to and use of buildings) to M4(3) standard will be encouraged.

Residential care accommodation, which is designed to accommodate those who need some form of on-site assistance, should be located in a settlement in levels 1 to 4 of the Settlement Hierarchy. If a demonstrable need is identified away from these settlements, then the proposal must demonstrate that access to a range of services and facilities is possible, taking account of the likely occupants of such accommodation. Isolated accommodation in the countryside will not be permitted.

4.3. Custom and Self-build Homes

- 4.3.1. Custom and self-build homes is another form of route to achieving home ownership. This section sets out how the Central Lincolnshire Authorities will actively encourage opportunities to bring more custom and self-build homes through the development of this policy.
- 4.3.2. There is only a subtle difference between the two forms of development, with custom build being where a person commissions a specialist developer to help to deliver their own home or where they can make choices about the design, layout or style of the home; whilst self-build is where a person is more directly involved in actually organising and constructing their home. The legal definition of self-build and custom house building in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) is outlined below:
- “self-build and custom housebuilding” means the building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals”.*
- 4.3.3. This definition will be used to determine whether or not a home can be categorised as a custom or self-build house.
- 4.3.4. There are a number of mechanisms for delivering custom and self-build homes, ranging from people finding their own plot and building their own home, to developers providing serviced plots for people to design and have their own home built, to sites being specifically acquired, marketed and delivered by a builder or developer as custom build where the builder will construct the custom homes for an individual to their chosen specification.

- 4.3.5. Custom and self-build homes can not only provide an opportunity for people to deliver a home fit for their needs, but also offers greater diversity in the market and more options for people in choosing where to live and in what kind of property. In some cases it can also offer a more affordable route to home ownership than buying a property from a developer and builder. Delivery of some plots as custom and self-build can also help with cash flow during construction.
- 4.3.6. The Central Lincolnshire Housing Needs Assessment (2020) highlighted that in 2019 there were 136 people on the self-build registers of the Central Lincolnshire Districts, which is maintained by the Districts in Central Lincolnshire, which clearly indicates there is interest in this form of housing. National registers of people wishing to build their own home and plots are also maintained as this industry grows.
- 4.3.7. The Central Lincolnshire Authorities support the principle of custom and self-build homes as part of the housing supply and so Policy NS24 seeks to provide a positive framework within which people wishing to build their own home or to select a custom-build house can realise this ambition.
- 4.3.8. The policy is arranged in three parts to enable different avenues of opportunities for custom and self-build homes to be brought forward. These homes will be expected to satisfy the requirements of other relevant policies in the development plan.
- 4.3.9. Part one, in broad terms outlines the Central Lincolnshire Authorities support to custom and self-build proposals and is aimed at individuals seeking permission for their plot.
- 4.3.10. Part two is intended for landowners/developers seeking permission for a site capable of delivering anything from one or more plots. However, the subtle difference to this section of the policy is that landowners/developers have no desire to build all (or any) of these for themselves. Part two requires the design parameters to be agreed at outline permission through the development of plot passports which is agreed through the planning permission process.
- 4.3.11. Plot passports have a role to play alongside design codes – they are a simple way of helping private homebuilders understand what they can build on a site. A plot passport is a succinct summary of the design parameters for a given plot. They add value by acting as a key reference point for the purchaser, capturing relevant information from the planning permission, design constraints and procedural requirements in an easily understandable and readily accessible format. Most are between one and four pages long and can form part of the marketing material available for the plot. The details set out in part two are a baseline for landowners/developers to set a vision for the site. However, landowners/developers may wish to include more detail within the plot passport such as costings/images which can then be used to form the marketing of the plot subject to planning been approved, in accordance with local and national planning policy.
- 4.3.12. Part three is aimed at larger schemes of 100 or more dwellings requiring developers to provide 5% of all homes as custom and self-build plots. Sites of this scale are likely to have a master plan developed, and can apply design codes to ensure that any custom and self-build homes have clear parameters of what will be considered acceptable within the development when viewed holistically. This will help provide certainty to the Central Lincolnshire Districts but also to the developer of the wider site. Such design codes should not stifle innovation and creativity for potential custom and self-builders but should help to ensure that the development as a whole is well-designed. The aim is to create a unique

and sustainable sense of place that will be everlasting for future generations whilst still respecting the context of the site.

- 4.3.13. The Central Lincolnshire Authorities may produce additional guidance to further encourage the take up and delivery of custom and self-building in Central Lincolnshire.

Policy NS24: Custom and Self-build Housing

Part 1: Individual plots

Proposals for self and custom build dwellings consistent with the policies of this local plan, to be built and occupied by the applicant or to be built on behalf of the applicant, will be supported in principle.

Part 2: Multiple plots on a site

When outline permission or permission in principle is sought for plots for custom and self-build homes and where details of each plot will be secured via a custom/self-builder at a later date, a plot passport is required. As a minimum, all plots are required to include a plot passport that summarises the main marketing details and specifications of the plot to include:

- a) the site location;
- b) the plot size (m²);
- c) the ratio of built footprint to overall plot size;
- d) the indicative developable footprint;
- e) permissible building lines;
- f) side spacing requirements; and
- g) building heights.

Additional specifications, such as but not limited to materials, landscaping details, and access arrangements may be required on each plot where local context, a planning permission, or a permission in principle indicates this is necessary.

Detailed applications for custom and self-build homes on plots with a plot passport will be expected to adhere to the parameters of the plot passport and clearly demonstrate how the criteria have been satisfied. Applications which satisfy the requirements of the plot passport will be supported in principle. Any variations on the plot passport parameters in a detailed application will require full justification for the changes to demonstrate that they are suitable for the plot if they are to be supported.

Part 3: Provision of plots on large sites

Proposals for 100 or more dwellings will provide serviced plots to deliver at least 5% of the total number of dwellings on the site as self-build or custom build homes. All plots set aside for self-build or custom build housing (secured via a legal agreement or planning condition) must include:

- a) legal access onto a public highway;
- b) water, foul drainage, broadband connection, and electricity supply available at the plot boundary;
- c) sufficient space in order to build without compromising neighbouring properties and their amenity and the amenity of future occupiers; and
- d) an agreed design code or plot passport for the plots.

If plots remain unsold after a thorough and proportionate marketing exercise which:

- e) includes making details available to people on the custom and self-build register at the Central Lincolnshire Districts; and

- f) covers a period of at least 18 months from the date at which the plots are made available (with the 18 month time frame not commencing until (i) thorough and appropriate marketing is in place and (ii) criteria (a)-(d) have been implemented);

these plots may be built out as conventional market housing subject to detailed permission being secured and the relevant District being satisfied that e) and f) have been satisfactorily concluded.

4.4. Sub-division and Multi-occupation of Dwellings within Lincoln

- 4.4.1. Lincoln's population has grown considerably in recent decades including increases in students and migrant workers. It is important that the housing needs generated by these people are met, with shared accommodation often being a preferred choice for many, for a variety of reasons. Whilst such accommodation does meet a particular housing need, it can cause difficulties where there is a high concentration in a particular area.
- 4.4.2. Problems mainly occur where there is a concentration of dwellings with a rapid turnover of residents or a concentration of converted dwellings in an established residential area causing issues such as an increase in parking pressures, an increase in anti-social behaviour and crime levels and creating an imbalance in the neighbourhood. These problems are particularly acute in densely populated areas and where properties share party walls. The rental yields that can be realised on shared accommodation can also put pressure on the ability of individual families or households to compete in the local housing market.
- 4.4.3. In an effort to manage the impacts of shared accommodation, the City of Lincoln Council has made an Article 4 direction to remove permitted development rights relating to houses in multiple occupation. Planning permission is therefore required for development comprising a change of use from a traditional dwelling house (Use Class C3) to a house in multiple occupation for between 3 and 6 unrelated people (Use Class C4). The Houses in Multiple Occupation Supplementary Planning Document (SPD) outlines how the Council implements the Article 4 direction and manages the development of houses in multiple occupation by setting out criteria that will be used in the determination of any planning application for the development of these properties within the city's administrative boundary.
- 4.4.4. The needs of those requiring subdivided or multi-occupancy living can also be met through the development of purpose built accommodation which increases choice for those people and eases the pressure on existing residential areas. Therefore, purpose built accommodation that helps to meet this identified need will be encouraged in appropriate locations, provided that it meets the criteria listed in the policy below.
- 4.4.5. Whether through purpose-built accommodation, conversion or subdivision, any proposals for shared accommodation or self-contained accommodation must deliver accommodation that will not put future occupants at risk. This includes, but is not necessarily limited to, development of residential accommodation or bedrooms at ground floor level in an area at risk of flooding.

Policy S25: Sub-division and Multi-occupation of Dwellings within Lincoln

The conversion or change of use of existing dwellings and buildings in other uses to self-contained flats or shared accommodation including houses in multiple occupation will be supported only where:

- a) the existing building is capable of conversion without causing harm to the amenities of future occupants, neighbours and the wider area or would result in safety issues;
- b) in the case of an existing dwelling, it can be demonstrated there is an established lack of demand for the single family use of the property concerned;
- c) the development will not lead to or increase an existing over-concentration of such uses in the area;
- d) adequate provision is made for external communal areas, bin storage and collection, and on-site parking and cycle storage unless it can be demonstrated that the site is sustainably located on a regular bus route or within walking distance of the City Centre; and
- e) for student accommodation, university/college facilities are accessible by walking, cycling and public transport.

Purpose built shared accommodation will be granted within appropriate locations where the criteria set out in c) to e) above are satisfied.

4.5. Houseboats and Caravan Accommodation Needs

- 4.5.1. The Housing Act 1985 (as amended) requires local housing authorities to assess and understand the accommodation needs of people residing or resorting to their District with respect to sites for caravans and the mooring of houseboats. The HNA undertook a review of data available to understand the need for houseboat moorings and caravan pitches.
- 4.5.2. For houseboat moorings the Canal and River Trust provided valuable insight into needs and confirmed that there is an ambition to deliver an increase of approximately 30-40 moorings near to Lincoln to meet their perceived current and future needs.
- 4.5.3. For caravans it is important to distinguish the difference between Gypsy and Travellers (the needs of which are addressed in chapter 14 of this Local Plan) and other people wishing to live in caravans. In relation to people who want to live in caravans or park homes, the HNA noted that such homes make up a valuable part of the housing stock at a lower price point than bricks and mortar homes.
- 4.5.4. The HNA identified that there is a modest increase in need for both houseboat moorings and caravans/park homes.

Policy S26: Houseboat Moorings and Caravans**Houseboat moorings**

Proposals for new residential houseboat moorings, or extensions to existing moorings, within or immediately adjacent to a settlement named in the Settlement Hierarchy in Policy S1 will be supported where they satisfy relevant policies in this Local Plan and where:

- a) they have connection to appropriate water supply, sewerage system, and electricity supply;
- b) there is adequate car parking taking into account the number of moorings and the location of the site; and
- c) it will not obstruct or otherwise detract from any right of way or waterway and not result in any adverse impact on navigational safety.

Caravan pitches and park homes

Proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, will be supported where they are located on sites which would be acceptable for permanent dwellings and satisfy the policies in the Local Plan.

4.6. Residential Annexes

- 4.6.1. Residential annexes can offer an important solution for many situations including, for example, allowing multiple generations of a family to reside alongside one another, offering informal care and freeing up under-occupied housing.
- 4.6.2. In order to be considered an annex, the proposal needs to be within the curtilage of the host dwelling and not form its own planning unit and provide ancillary accommodation that has a functional and physical relationship with the host dwelling.
- 4.6.3. Often an annexe can be accommodated appropriately within a plot, sensitively developed and making better use of a site. However, the addition of annexes to residential properties can also have a considerable impact upon the character and amenity of an area through the intensification of development where a site cannot accommodate it or where they are poorly designed or located. There can also be impacts where annexes are subsequently converted into a separate dwelling.
- 4.6.4. The Central Lincolnshire Authorities will seek to support the development of residential annexes where they can be appropriately accommodated within a site and taking into account the wider site context and where they are solely provided as ancillary to the original dwelling and not a new dwelling.

Policy NS27: Residential Annexes

Where permission is required, development proposals for the creation of a residential annexe will only be supported where:

- a) the annexe is clearly ancillary to and subservient in size and scale to the host dwelling, and of a design which, taken as a whole, complements the host dwelling;
- b) the annexe is within the residential curtilage and situated near to the host dwelling such that future separation from the host dwelling will not be achievable;
- c) there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling, including:
 - i. sharing access, garden and parking areas;
 - ii. sharing services such as electricity, water and broadband; and
 - iii. occupation of the annexe being limited to those providing formal or informal care or support to the occupants of the host dwelling, or those employed for other services primarily within the curtilage of the host dwelling; and

- d) the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.

Development proposals not meeting these criteria will be considered as a new dwelling and will be assessed against relevant policies as such.

Development of detached residential annexes within the defined property boundary will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.

Where permission is required, development of residential annexes within the countryside will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship to the main dwelling.

The Central Lincolnshire Authorities will impose a planning condition that restricts an approved annexe to be used solely for accommodation ancillary to the host dwelling and the conversion of annexes to independent dwellings will rarely be acceptable.

5. Employment

- 5.1.1. This section sets out how the Central Lincolnshire Authorities will assist the achievement of strong and sustainable local economic growth where entrepreneurship, innovation and inward investment are actively encouraged.
- 5.1.2. Central Lincolnshire is located within the Greater Lincolnshire Local Enterprise Partnership (GLLEP) area and represents roughly 30% of the GLLEP area's population, employment and business base. The draft Local Industrial Strategy (LIS) notes that Greater Lincolnshire has an economy of £20.7bn with an ambition to grow the Gross Value Added (GVA) by £3.2bn by 2030. The GLLEP area boasts a mix of traditional manufacturing, a comprehensive agri-food sector, energy and services, and is strong in health and care and the visitor economy. In these sectors and others the area benefits from a large number of small businesses – a distinctive feature of the economy. (Draft, LIS November 2019).
- 5.1.3. The GLLEP's priority sectors include; agri-foods, energy and water, health and care, visitor economy and ports and logistics, but this should not diminish the important roles of other sectors, including manufacturing and engineering, to the local economy. The Central Lincolnshire Authorities will play a key role in the delivery of the vision for most of these sectors. The policy set out in this Plan reflects these growth aspirations and addresses the specific needs of these diverse sectors.
- 5.1.4. An Economic Needs Assessment (ENA) update was completed in March 2020 and this projected that over half of new jobs will not be within premises for business, general industry or storage and distribution (previously within B use classes). This further demonstrates the diversity of the economy in Central Lincolnshire. The ENA also projects that around 6.5ha of land will be required for office space, a further 4.3ha for warehouse space and 0.9ha for industrial land in order to meet needs.
- 5.1.5. The 2017 Local Plan allocated over 111ha of land for employment across seven Strategic Employment Sites (SES), plus an additional 51ha was anticipated to come forward as employment development within Sustainable Urban Extensions (SUEs) – which was well in excess of the forecast need of 23 hectares at that time. Whilst development has occurred on some of these sites more than 90ha of this previously allocated land remains undeveloped.
- 5.1.6. Given this oversupply when compared to projected need and the remaining suitability of these sites as SES no further land has been allocated for employment development as the existing sites are in the right locations to meet the strategic needs - they provide adequate choice to enable flexibility for the market, and yet certainty for developers and investors. The Local Plan strategy and distribution of growth remains broadly similar to the 2017 Local Plan to ensure that the SUEs become thriving communities with a mix of uses including opportunities for employment creation.
- 5.1.7. In addition the Local Plan also designates existing Important Established Employment Areas (IEEA) which, whilst being well-established include some plots still available for development and offer further choice and flexibility to the market through intensification or redevelopment. The scale of all these existing consents, enterprise zones, provision within SUEs and vacant plots within established employment sites, is of such a degree that further new employment allocations on, for example, greenfield land, would not be effective or justified.

- 5.1.8. The SES, employment land within the SUEs and the IEEA make up the employment sites of strategic importance and these are all located at the main urban and most populated areas of Lincoln Urban Area, the Main Towns of Sleaford and Gainsborough and within SUEs which are a focus for growth in the plan period.
- 5.1.9. Beyond these sites of strategic importance, many smaller employment areas provide an important role for local communities across Central Lincolnshire. Their existence is vital in supporting smaller, and in particular rural, communities and providing local employment and services without the need to travel too far. In an effort to recognise the important role of these areas Policy S32 provides a policy framework for Local Employment Areas (LEA), which are not directly designated but are defined and are given a suitable level of protection and flexibility for intensification and redevelopment.
- 5.1.10. In the broadest terms Policies S28-S34 aim to meet the following objectives:
- Protect existing important employment sites and premises;
 - Make it easier for our key growth sectors and fastest growing companies to achieve their potential;
 - Encourage new inward investment and expansion;
 - Support the growth of small and micro business;
 - Encourage business start-ups – support the growth of entrepreneurial culture; and
 - Encourage inward investment in accordance with the spatial strategy.
- 5.1.11. This local plan has been produced at a time of great uncertainty and change to the economy brought on by both the Covid 19 pandemic and the UK departing the European Union. The true impact to the commercial environment of these events are yet to be fully understood. The Central Lincolnshire Districts, the County Council and the Greater Lincolnshire Local Enterprise Partnership are working together to ensure the Central Lincolnshire economy is robust and will bounce back strongly. The objectives above and the following policies are consistent with achieving this immediate recovery and also to ensure adequate certainty, yet flexibility, for the longer term outlook in the local economy.

Policy S28: Spatial Strategy for Employment

In principle, employment related development proposals should be consistent with meeting the following overall spatial strategy for employment.

The strategy is to strengthen the Central Lincolnshire economy offering a wide range of employment opportunities focused mainly in and around the Lincoln urban area and the towns of Gainsborough and Sleaford, with proportionate employment provision further down the Settlement Hierarchy (see Policy S1).

Aligned to the Greater Lincolnshire Local Industrial Strategy, and as a key component of the Midlands Engine, there will be significant growth in a number of sectors, most notably agri-food, manufacturing, business services and the visitor economy, including accommodation and food services.

Land has been made available in appropriate locations in this plan to meet the strategic needs identified in Central Lincolnshire. Strategic Employment Sites (SES), and existing Important Established Employment Areas (IEEA) will be protected for their importance to the economy. Employment development will mainly be directed to these SES and IEEA and at Sustainable Urban Extensions (SUEs) as part of mixed use communities being created.

Elsewhere, policies will seek to protect Local Employment Areas (LEA) to help ensure there are jobs and services available to meet the local needs of the community and to allow enterprises to flourish at suitable sites across Central Lincolnshire.

Outside of existing employment areas and allocated sites, economic development will typically be limited to small-scale proposals which satisfy the requirements of Policy S33 or Policy S34.

Policy S29: Strategic Employment Sites (SES)

The following sites are categorised as SES:

Ref	SES Site name	Gross site size (ha)	Land undeveloped at January 2022 (ha)	Status (January 2022)
E1	Teal Park, North Hykeham	36	28.85	Outline planning permission granted for the whole site. Siemens Phase 1 and 2 completed and other plots benefiting from reserved matters consents.
E2	Lincoln Science and Innovation Park (LSIP), Lincoln	11.5	7.77	Brownfield site for redevelopment. Planning consent on plot by plot basis as per masterplan. A series of outline applications have been approved. LSIP phase 2 is partially built. A further full application has been approved and has started for the enabling works.
E3	St Modwen Park, Witham St Hughs	22.3	11.72	Masterplan approved, with planning permissions granted and being implemented across the site.
E4	Somerby Park, Gainsborough	11.6	11.0	Planning application for storage and distribution centre submitted in December 2021.
E5	Sleaford Enterprise Park	14.7	14.7	Hybrid application to deliver site infrastructure and development plots granted in March 2021 for the whole site.
E6	Hemswell Cliff Business Park Extension	26	26	Detailed pre-application now underway for development of full business park plus additional land take.
Total		122.1	100.04	

Part 1:

SES will meet large scale investment needs that requires significant land take. Proposals for the development of SES should be progressed through an agreed masterplan which includes a travel plan and associated infrastructure to promote sustainable modes of travel for the site as a whole wherever possible prior to or alongside a planning application. Small scale, ancillary and/or piecemeal development that prevents or otherwise detracts from the delivery of large scale investment on an SES will be refused.

SES will primarily be developed for B2 and B8 Use Classes. Other business development under E(g) Use Class (i.e. for offices, research and development, or other industrial processes) will also be acceptable, though the local planning authority may seek to apply conditions limiting the ability to change use to other uses within Use Class E without the need for planning permission.

Part 2:

Where planning permission is required, proposals which would result in the loss of business uses under B2, B8 and E(g) Use Classes will not be permitted, unless:

- a) The proposed use will generate employment; and
- b) The proposed use, either alone or combined with other existing or proposed uses, would not adversely affect the role of the employment area or introduce conflict between uses; and
- c) The proposal will have adequate parking provision and will not result in any other unacceptable impact upon amenity; and
- d) Evidence is provided clearly demonstrating that the site has been appropriately marketed for a continuous period of 12 months or more without successful conclusion on terms that reflect the lawful use and condition of the premises – this evidence will be considered in the context of local market conditions and the state of the wider national economy.

Development under other E Use Classes, beyond E(g), will only be acceptable where the sequential test against the network and hierarchy of town centres as defined in Policy S35 is passed or where the proposed use can be shown to be clearly ancillary to existing uses on the site and will not prevent or otherwise detract from the delivery of large scale investment at the site.

Other employment generating uses, beyond those described above, will only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses on the site and the proposal will not result in an unacceptable impact on the functioning of the SES.

Part 1 and Part 2 note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes as a whole will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced. Should no similar replacement new Use Classes arise, then the description of B2, B8 and E Use Classes as at the date of the adoption of this plan will apply for the purpose of applying this policy, and appropriate conditions or similar mechanisms will be used to enforce such provisions.

Policy S30: Employment Allocations on Sustainable Urban Extensions (SUEs)

The following SUEs will make significant contributions to employment land in accordance with the specific SUE Policies S69-S71.

Ref.	Sustainable Urban Extension	Approx. employment provision (ha)
COL/ABB/001	Lincoln North East Quadrant	5
COL/BOU/001	Lincoln Western Growth Corridor	20
NK/CAN/003	Lincoln South East Quadrant	7
NK/NHYK/001	Lincoln South West Quadrant	5

WL/GAIN/015	Gainsborough Southern Neighbourhood	4
WL/GAIN/001	Gainsborough Northern Neighbourhood	7
NK/SLEA/015	Sleaford West Quadrant	3
Total		51ha

Policy S31: Important Established Employment Areas (IEEA)

IEEA make a substantial contribution to the Central Lincolnshire economy. They are defined as sites located in tiers 1-4 of the Settlement Hierarchy in Policy S1 (Large Villages and above), on sites of 2ha or more and have at least 8,000sqm of ground floor space and with five or more units occupied by different businesses. The following are categorised as IEEA:

Ref.	Important Established Employment Area	Location
E8	Allenby Industrial Estate	Lincoln
E9	Great Northern Terrace	Lincoln
E10	Long Leys Road	Lincoln
E11	Outer Circle Road	Lincoln
E12	Sunningdale Trading Estate	Lincoln
E13	Chieftain Way Industrial Estate	Lincoln
E14	Waterside South	Lincoln
E16	Monks Way Site	Lincoln
E17	Spa Road East	Lincoln
E18	LN6 Industrial Area	North Hykeham
E23	Gateway Park South	Hykeham
E20	Sleaford Road Industrial Estate	Bracebridge Heath
E19	Gainsborough Industrial Area, Marshall Way.	Gainsborough
E26	Sleaford Industrial Area, Pride Parkway	Sleaford
E20	Caistor Industrial Area, North Kelsey Road	Caistor
E21	Market Rasen Industrial Area, Gallamore Lane	Market Rasen
E28	Heckington Industrial Area, Station Road.	Heckington
E27	Metheringham Industrial Area, The Moorlands	Metheringham
E22	Saxilby Industrial Area, Saxilby Road	Saxilby
E25	Camp Road Industrial Estate	Witham St Hughs

Part 1:

In IEEA, employment floor space will primarily remain in B2 and B8 Use Classes and other business development under E(g) Use Class (i.e. offices, research and development, or other industrial processes).

Proposals for additional floorspace in B2 and B8 Use Class will be supported in principle.

Other business development under E(g) Use Class will also be acceptable and the local planning authority may seek to apply conditions limiting the ability to change use to other uses within Use Class E without the need for planning permission.

Part 2:

Where permission is required, proposals which would result in the loss of business uses under B2, B8 and E(g) Use Classes will not be permitted, unless:

- a) The proposed use will generate employment; and
- b) The proposed use, either alone or combined with other existing or proposed uses would not adversely affect the role of the employment area or introduce conflict between uses; and
- c) The proposal will have adequate parking provision and will not result in any other unacceptable impact upon amenity; and
- d) Evidence is provided clearly demonstrating that the site has been appropriately marketed for a continuous period of 12 months or more without successful conclusion on terms that reflect the lawful use and condition of the premises – this evidence will be considered in the context of local market conditions and the state of the wider national economy.

Development of other E Use Classes, beyond E(g), will only be acceptable where the sequential test against the network and hierarchy of town centres as defined in Policy S35 is passed or where the proposed use can be shown to be clearly ancillary to existing uses on the site.

Other employment generating uses beyond those described above will only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses on the site.

Non-employment generating proposals will not be acceptable in IEEA unless they are directly linked to existing employment uses on the site.

Part 1 and Part 2 Note: See the same note in Policy S29, which equally applies to this policy.

Policy S32: Local Employment Areas (LEA)

Local Employment Areas (LEA) are defined as sites sized 0.5ha or more, at least 2,500sqm of existing floor space and with 3 or more units occupied by separate businesses, within Tiers 1-6 of the Settlement Hierarchy as defined in Policy S1 (Small Villages and above).

Part 1:

Proposals for employment generating uses including B2, B8 and E(g) Use Classes within or adjacent to a LEA will be supported, provided that the proposal will not:

- a) Compromise the function of the existing LEA; and
- b) Conflict with neighbouring land uses; and
- c) Harm the character of the locality and/or the amenities of neighbouring occupiers; and
- d) Impact unacceptably on the local and/or strategic highway network; and

In the case of a proposed extension to a LEA, will not:

- e) Be disproportionate in scale to the existing LEA; and
- f) Detract from the role of any SES or IEEA within the same settlement; and
- g) Result in a poorly defined boundary to the LEA.

Where the proposal is for business development under E(g) Use Class (i.e. offices, research and development, or other industrial processes), the local planning authority may seek to apply

conditions limiting the ability to change use to other uses within Use Class E without the need for planning permission.

Where permission is required, development of or changes of use to other uses under E Use Classes beyond E(g) will only be acceptable where the sequential test against the network and hierarchy of town centres as defined in Policy S35 is passed or where the proposed use can be shown to be clearly ancillary to existing uses on the site.

Other employment generating uses beyond those described above will only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses on the site.

Non-employment generating proposals will not be acceptable in LEA.

Part 2:

Where permission is required, proposals that will result in the loss of uses under B2, B8 or E(g) Use Classes in a LEA will be acceptable where the proposed use:

- a) Will generate a commensurate level of employment to the most recent use of the premises to which they relate; and
- b) Either alone or in combination with other uses will not adversely affect the role of the LEA; and
- c) Will not introduce conflict with uses on the LEA or with other neighbouring uses; and
- d) Will not impact unacceptably on the local and/or strategic highway network; and
- e) Evidence is provided clearly demonstrating that the site has been appropriately marketed for a continuous period of 12 months or more without successful conclusion on terms that reflect the lawful use and condition of the premises – this evidence will be considered in the context of local market conditions and the state of the wider national economy.

Proposals for the loss of business uses under B2, B8 or E(g) Use Classes where the proposed use will not generate employment will be considered on their merits against bullets a-e of Part 2 above and in relation to the anticipated impacts of the loss of employment use on the community it serves and the suitability of the site for the proposed use in accordance with other policies in this plan.

Part 1 and Part 2 Note: See the same note in Policy S29, which equally applies to this policy.

Policy S33: Non-designated Employment Proposals within Identified Settlements

Part 1:

Other employment proposals not within SES, IEEA, SUE and not defined as a LEA, but that are within a settlement named in the Settlement Hierarchy in Policy S1, will be supported, provided:

- a) There is a clear demonstration that there are no other suitable appropriate sites or buildings within designated employment areas or LEA within the same settlement or within 5km of the site; and
- b) the scale of the proposal is commensurate with the scale and character of the existing settlement; and
- c) there is no significant adverse impact on the character and appearance of the area, and/or the amenity of neighbouring occupiers; and
- d) there are no significant adverse impacts on the local highway network; and
- e) there is no significant adverse impact on the viability of delivering any allocated employment site; and
- f) the proposals maximise opportunities for modal shift away from the private car.

In the case of the expansion of an existing employment use, proposals will be acceptable where they satisfy criteria b-f above.

Part 2:

Proposals that will result in the loss of non-designated employment will be supported providing that:

- a) the loss of land or buildings will not adversely and significantly affect the employment opportunities or services available in the area that the site or building would likely serve; and
- b) the proposal will not harm the character of the locality and/or the amenities of neighbouring occupiers; and
- c) the proposal will not impact unacceptably on the local and/or strategic highway network.

Policy S34: Non-designated Employment Proposals in the Countryside

In locations outside of the settlements named in the Settlement Hierarchy in Policy S1, proposals for employment generating development will be limited to the expansion of an existing employment use and development proposals that support the growth of the agri-food sector or other land-based rural businesses and buildings in accordance with relevant parts of Policy S5, and only where the following criteria are satisfied:

- a) It would be consistent in scale with its rural location, without unacceptable environmental and/or visual impacts; and
- b) It would not adversely affect existing local community services and facilities; and
- c) It is designed to be compatible with the landscape in which it would be situated; and
- d) It would not cause undue harm to the open nature of the countryside or any site protected for its natural or heritage qualities, including designated and non-designated sites; and
- e) It will not impact unacceptably on the local and/or strategic highway network; and
- f) In the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

6. Retail: City and Town Centres, and District, Local and Village Centres

6.1. Retail in Central Lincolnshire

- 6.1.1. City, town and local centres are at the heart of communities, providing accessible shops and services, employment and leisure facilities. Vital and viable centres not only provide economic and social benefits, such as reducing social isolation and health inequalities, and improving community resilience, but areas of niche and independent retailing and distinctive historic retail premises also help to foster civic pride and promote local identity. However, our town centres and high streets are facing substantial challenges from the shrinking ‘front facing’ retail sector which has been exacerbated by the Covid-19 pandemic. As such many centres need to reinvent themselves to compete and thrive.
- 6.1.2. The most recent Central Lincolnshire City and Town Centres Study (2012) and update (2015) shows that, overall, Central Lincolnshire has a healthy market share of convenience goods expenditure, and whilst significant variations occur across the area depending upon location and goods type, there is a reasonably good market share of comparison goods expenditure. The study and update conclude that:
- Lincoln is the principal centre and is a popular and well-performing retail and leisure destination, its historic core attracting considerable numbers of tourists and shoppers each year. It has a large amount of retail floorspace and a strong representation from national retailers, reflecting its role as an important sub-regional shopping centre.
 - Gainsborough provides an important role for the local area and its performance has improved since the opening of Marshall’s Yard in 2007. There is, however, a distinct contrast between the new development and the older parts of the town centre in terms of vitality and viability.
 - Sleaford is a popular local retail destination, however its comparison goods offer is relatively weak for a town of its size and catchment and is subject to significant leakage.
 - Market Rasen has a more localised role than Gainsborough, Lincoln and Sleaford and it suffers from leakage to other, larger centres.
 - Individual health checks of 23 additional centres across the area indicate that the vast majority are performing well, appear to be trading healthily and perform a key role serving the local population, including provision of leisure services.
- 6.1.3. The roles of these centres remain largely the same in 2020, however, the challenges facing the retail sector, principally from online retailers, has grown substantially with many familiar retail names being lost in recent years. City and town centres must now focus on developing as a destination and meeting place to continue to attract footfall with an even greater reliance on food and drink establishments, leisure uses and visitor attractions. This is supported in the Economic Needs Assessment (2020) which highlighted that whilst jobs in the retail sector are anticipated to reduce overall in Central Lincolnshire, job growth in the accommodation and food services sector and the arts, entertainment, recreation and other services sector would increase substantially.
- 6.1.4. In September 2020 Government introduced changes to the Use Classes Order which brought together a range of “Commercial, Business and Service” uses under one Use Class (E). That new E Use Class is broadly compatible with the NPPF definition of Main Town Centre Uses, though not precisely.

6.1.5. The aim of the new E Use Class is to allow units in town centres to change to other uses that are suitable in town centres without the need for planning permission. With the exception of isolated village shops, which are exempt from this ability to change use without first seeking planning permission, this means that town centres should no longer be viewed in just ‘retail terms’. That said, in order to implement wider policies in the NPPF (such as the sequential test for retail proposals), it remains necessary for the Local Plan (and associated Policies Map) to identify ‘Primary Shopping Areas’.

6.2. A Network and Hierarchy of Centres

6.2.1. The Central Lincolnshire City and Town Centres Study and update also provides evidence of a hierarchy of centres in Lincoln, Gainsborough, Sleaford, and the market towns of Market Rasen and Caistor, with smaller settlements sitting below these. Policy S35 sets out the hierarchy in detail and the geographic extent of these centres are shown on the Policies Map.

6.2.2. The NPPF requires local plans to define a network and hierarchy of centres and where development proposals are made for town centre uses outside of town centres and which are not in accordance with an up-to-date Local Plan a sequential test should be applied with town centres coming first, then edge of centre sites, and only if suitable sites are not available (or are not expected to become available) in these locations should out of centre sites be considered.

6.2.3. The NPPF also stipulates that proposals for town centre uses outside town centres should provide an impact assessment. The default threshold whereby such assessments apply is 2,500m² of gross floorspace. The City and Town Centres Study advises against having a blanket threshold for all types of centre across Central Lincolnshire, as a store of 500 m² (e.g. a small, basket-based, supermarket) would be likely to have a greater impact on a lower tier centre than on, for example, Lincoln City Centre. A tiered approach is therefore taken within this policy to reflect the role and function of a centre within its sphere of influence.

6.2.4. The hierarchy of town centres is made up of 4 tiers:

Lincoln City Centre	Largest centre within Central Lincolnshire, having an extensive catchment and a sub-regional role, providing a wide range of town centre uses.
Town Centres	Centres providing a range of facilities and services for a wider catchment area within the main towns and market towns.
District Centres	Centres serving particular areas within the main settlements, typically including a range of services, restaurants, library and usually at least one supermarket.
Local and Village Centres	Centres that serve their locality, typically including a convenience store or a small supermarket and a limited range of other local shops and services such as a pharmacy, sub-Post Office, newsagent, hot food takeaway.

6.2.5. Outside of existing centres, local or district centres will also be delivered at the heart of new communities at the Sustainable Urban Extensions (SUEs). These centres will be limited in their scale, and local in character to ensure that they serve the new communities being formed, but without capturing footfall from the main city and town centres. Policies S69-S71 set out the details of what will be delivered at each SUE.

- 6.2.6. Whilst the City and Town Centres Study update (2015) identifies the quantitative need for additional retail floorspace in each of the four main centres over the Plan period, the subsequent challenges to the retail sector means that this additional floorspace is no longer needed. Instead, in an effort to ensure that our high streets are not diluted by sparsely occupied frontages the boundaries of the town centres have been reduced to focus on the areas occupied by the town centre uses.
- 6.2.7. Masterplans have been drawn up for Lincoln, Gainsborough and Sleaford in recent years to help ensure their future survival and to put them in the best position to thrive and these may be updated to attract investment and to further strengthen the role of and guide the future direction of the centres. Work is also currently underway on a heritage-led masterplan for Market Rasen, and work by the neighbourhood planning groups in many areas seek to support the role of the local town or village centre.

Policy S35: Network and Hierarchy of Centres

The following retail hierarchy will be used by the Central Lincolnshire authorities and their partners to guide investment and other activity to improve the vitality and viability of the identified centres, and in planning applications for retail and other town centre uses (as defined in the NPPF):

Tier 1: Lincoln City Centre	
Lincoln City Centre	
Tier 2: Town Centres	
Gainsborough Sleaford	Caistor Market Rasen
Tier 3: District Centres	
Birchwood, Lincoln Nettleham Road, Lincoln Wragby Road/ The Carlton Centre, Lincoln	The Forum, North Hykeham Hykeham Green, North Hykeham
Tier 4: Local and Village Centres	
<u>Local Centres in urban areas:</u> Brant Road, Lincoln Burton Road, Lincoln Junction of Queen Elizabeth Road/ Trelawney Crescent, Lincoln Junction of Boultham Park Road and Skellingthorpe Road, Lincoln Junction of Lamb Gardens and Macauley Drive, Lincoln Junction of Rookery Lane and Newark Road, Lincoln Junction of Woodhall Drive and Sudbrooke Drive, Lincoln Manor Farm, North Hykeham Moorland Avenue, Lincoln Newark Road, Bracebridge, Lincoln Newark Road Crossroads, North Hykeham Newport, Lincoln Redwood Drive, Lincoln	<u>Village Centres:</u> Bardney village centre Billinghay village centre Bracebridge Heath village centre Branston Beech Road Branston Station Road Burton Waters village centre Cherry Willingham village centre Heckington village centre Keelby village centre Keelby, Yarborough Road/South Street Metheringham village centre Navenby village centre Nettleham village centre Ruskington village centre Saxilby village centre Scotter village centre Sturton by Stow village centre Waddington village centre

<p>Corringham Road, Gainsborough Heapham Road, Gainsborough Queensway, Gainsborough Grantham Road, Sleaford Lincoln Road, Sleaford</p>	<p>Washingborough village centre Welton village centre Welton, Ryland Bridge Witham St Hughs village centre</p>
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The boundaries of Tier 1 to 4 centres referred to in this table, together with Primary Shopping Areas within Lincoln City Centre, and in Gainsborough, Sleaford and Market Rasen town centres are defined on the Policies Map and will be the focus for comparison shopping in Central Lincolnshire. For all other centres the Primary Shopping Areas are the same as the centre boundaries as shown on the Policies Map.

In addition to these identified centres, new district and local centres will be delivered at the SUEs as detailed in Policies S69-S71. Such provision must be appropriate in scale and location to the need of the areas they serve. The development of new centres will be required to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability.

Development proposals for retail and/or other town centre uses will be directed to the Tier 1 to 4 centres identified in this policy, and will be appropriate in scale and nature to the size and function of the relevant centre and to the maintenance of the retail hierarchy as a whole. Within local and village centres in Tier 4 of the hierarchy, the scale of provision should be proportionate and strengthen their roles in providing mainly convenience shopping and local services to meet local needs.

Within the Primary Shopping Areas, development proposals for town centre uses as defined in the NPPF should wherever possible maintain an active frontage. Where an active frontage would not be appropriate or otherwise cannot be achieved, care should be taken to ensure that the frontage provides visual interest and would not be to the detriment of the character of the centre or to maintaining or enhancing footfall in the Primary Shopping Area. Proposals that would result in lengthy ‘dead frontages’ within a Primary Shopping Area will not normally be acceptable.

Development proposals for main town centre uses in out-of-centre and edge-of-centre locations will be required to demonstrate their suitability through a sequential site test in line with the NPPF.

In addition, a robust assessment of impact on nearby centres will be required for any edge-of-centre or out-of-centre proposal for retail and leisure use that is located:

- a) within 1km of the Lincoln, Gainsborough or Sleaford primary shopping area and is greater than 2,500m²; or
- b) within 500m of Market Rasen or Caistor Town Centre and is greater than 500m²; or
- c) within 500m of the boundary of a District Centre and is greater than 300m² gross; or
- d) within 500m of the boundary of a Local Centre and is greater than 200m² gross; or
- e) in any other location not covered by a-c above and is greater than 500m².

6.3. Lincoln City Centre

6.3.1. Lincoln City Centre is the main centre in Central Lincolnshire providing an extensive range of facilities and services including shopping, employment, leisure, arts, tourism, public services, health services and higher education. The City Centre has a lively evening

economy based on its restaurants, hotels, bars and cultural venues such as the Drill Hall, Engine Shed and Theatre Royal.

- 6.3.2. The City Centre has seen many changes in recent years, most significantly in and around the Brayford Pool including hotels, restaurants, a cinema and the further development of the University of Lincoln Campus, development of a Cultural Quarter based around the Collection/ Usher Gallery, significant investment in the Waterside Shopping Centre and the mixed use redevelopment of the Cornhill Quarter.
- 6.3.3. The redevelopment of the bus station in 2018 to form a transport hub now provides visitors with a multi-modal access point which is linked directly in with the City Centre. In 2019 London North Eastern Railway started the operation of direct trains to and from London Kings Cross, greatly enhancing the ease of accessing Lincoln from the capital and vice versa. The East-West Link Road which was completed in 2016 has enhanced access across the city for road users.
- 6.3.4. As Central Lincolnshire grows, the City Centre will need to continue to evolve to ensure that Lincoln's role as a regional attractor is maintained and enhanced to meet the needs of shoppers, residents, businesses and visitors.
- 6.3.5. Lincoln City Centre benefits from a broad retail offer that currently sustains it as a thriving shopping centre. As well as the larger national retailers, it has the diverse/ niche shops of the historic Uphill area and the vibrant entrepreneurial small business market in South High Street.
- 6.3.6. The Lincoln Investment Plan (October 2020) outlines a number of key challenges for the City Centre including the need to support a greater mix of uses in the City Centre, to maximise opportunities to improve the public realm and the townscape, to deliver high quality and viable redevelopment of a number of key sites, to enhance the use of digital technology to improve visitor experience and connectivity and to deliver high quality events and activities. It also highlights four key opportunities including the growing population of the city supporting its vibrancy and long term growth, the value of the heritage assets in the city and opportunities to restore and promote these assets, the regeneration of key brownfield sites and heritage sites, and the strong public and private centre partnership.
- 6.3.7. Perhaps the biggest challenge for Lincoln, as it is in all major cities, is the difficulties facing retailers, hospitality industry and the heritage and cultural industry resulting from the dramatic reduction in footfall in the City Centre as a result of the Covid-19 pandemic. This global challenge has exacerbated the existing threat to 'front-facing' retailers from online shopping and a number of national retailers have, or are, collapsing as a result. Whilst the plan has limited scope to address these issues, having a positive strategy which seeks to protect the uses which make the City Centre a destination and which will foster investment to strengthen its role will be important for the City's future.
- 6.3.8. The City Centre has a primary role in attracting and maintaining a wide range of activities and services which draws in a large number of visitors. It is therefore intended to encourage a wide range of mutually supporting uses.
- 6.3.9. The City Centre can be divided into a number of distinct areas including: the historic and cultural quarter in the Uphill and Bailgate Area; the Primary Shopping Area which runs down from the upper High Street, Central Market, and Cornhill Quarter and stretching down to St Marks and the middle High Street around the level crossing; the Brayford Pool; the

University area; and the Civic area around the City and County Council buildings. These distinctive areas provide a wide range of services and physical surroundings that makes Lincoln special and a key destination for residents and visitors.

- 6.3.10. The Primary Shopping Area contains the core shopping area for the city where ground floor uses will typically be shops and other uses such as banks and building societies, cafés and restaurants which people would expect to visit as part of a shopping trip and providing an active frontage wherever possible. Other key retail areas along the High Street to South Park roundabout and up Steep Hill along Bailgate to the Westgate Junction.

Policy S36: Lincoln's City Centre and Primary Shopping Area

Part one: Primary Shopping Area

Where planning permission is required within the Primary Shopping Area, as defined on the Policies Map, proposals for non-retail use on ground floors will only be supported if they:

- a) are a recognised main town centre use under E Use Class;
- b) would not result in the over concentration of non-retail uses or 'dead' frontages that would undermine the primary shopping area's overall retail function and character;
- c) would have no demonstrable impact on the vitality and viability of the centre as a whole
- d) are of high quality design, responding to their surroundings and contributing positively to the streetscene and character of the City Centre; and
- e) enhance connectivity within, through and around the City Centre wherever possible.

Proposals that do not positively contribute to the vitality and viability of the City Centre by satisfying the criteria in part one a)-e), will not be supported.

Development proposals not under E Use Class will be considered on their merits subject to satisfying the criteria in part one b)-e) and providing that they will:

- f) not result in large gaps between town centre uses in frontages;
- g) not detract from or otherwise harm town centre uses; and
- h) be compatible with the goal of maintaining or enhancing Lincoln City Centre as a regional destination.

Development proposals for residential or commercial development above town centre uses will be supported providing that the proposed use would not be likely to introduce conflict with existing town centre uses.

Part two: Lincoln City Centre

Within Lincoln City Centre area as defined on the Policies Map the following uses will be supported in principle:

- i) Town Centre Uses (E Class) including, but not limited to, shops, offices, restaurants, financial and professional and health services, and indoor sport and leisure activities
- j) Pubs, drinking establishments (sui generis)
- k) Houses and flats (C3)
- l) Residential Institutions (C2)
- m) Hotels (C1)
- n) Student halls of residence
- o) Theatres, cinemas, museums or other similar leisure uses or visitor attractions (sui generis)
- p) Transport facilities including public car, powered two wheeler and cycle parking which is in accordance with the Local Plan's transport Policies S47, S48 and S49 and the latest Lincoln Transport Strategy.

The in-principle support in i)-p) is subject to:

- q) the development not detracting from the vitality and viability of the City Centre as defined on the Policies Map;
- r) the development complementing the City Centre character and the character of the vicinity of the proposal;
- s) the development not harming the local environment or the amenities which occupiers of nearby properties may reasonably expect to enjoy, such as causing unacceptable levels of disturbance, noise, smell, fumes, dust, grit or other pollution, or reducing daylight, outlook or privacy to an unacceptable degree;
- t) the development not resulting in levels of traffic or on-street parking which would cause either road safety or amenity problems; and
- u) the development being acceptable in terms of the uses proposed and any risk of flooding on the site; and
- v) dwelling houses or other homes not being lost to non-residential uses unless:
 - i. The level of amenity available in any particular instance is already so poor that continued residential use is not desirable and there is no realistic prospect of the problem(s) being remedied; or
 - ii. The overall development will maintain or produce a net numerical gain in the number of dwellings on the site.

Part 1 and Part 2 note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those classified as Town Centre Uses by the NPPF will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced.

6.4. Gainsborough Town Centre

- 6.4.1. Gainsborough is the main service centre for West Lindsey, the host for a range of civic and public administration services and is the main retail and employment location in the District. It has a rich history as an inland port and industrial centre, servicing the wider agricultural area. To this day, Gainsborough acts as a hub for many rural settlements in the area.
- 6.4.2. In 2007 the flagship retail development – Marshall’s Yard – was opened in the former listed Britannia Works, which has raised the profile of Gainsborough as a shopping and leisure destination. This provides a strong catalyst for additional retail and leisure growth and, through improved linkages into the historic town centre, the riverside and to important heritage assets, there is an opportunity to develop a new and modern shopping and leisure experience in Gainsborough.
- 6.4.3. The riverside area and buildings such as the Old Hall and All Saints Church, together with several high quality historic buildings across the core areas of the town represent significant assets for the town. New public realm works to improve the layout and multi-functional use of the historic Market Place have been completed as the first stage of enhancing the built environment in the town centre, setting the scene for further rejuvenation.
- 6.4.4. The town centre area for Gainsborough as defined on the Policies Map reflects the priority growth areas associated with the continued use, planned growth and regeneration of the main retail, employment and leisure locations. Within the Primary Shopping Area (which has a tighter boundary than the town centre boundary) retail will continue to be the predominant land use and will be protected to retain and enhance the retail base

established in the town centre. For Gainsborough, both the town centre boundary and Primary Shopping Area have been rationalised and the town centre extent has been reduced slightly compared to the extent in the previous adopted Local Plan. This reflects the need for a focused area for retail and leisure as a destination in response to the challenges faced by the sector.

- 6.4.5. Whilst the value of residential and office uses in town centres is recognised, these are only likely to be appropriate in upper floors in the Primary Shopping Area, given the importance of maintaining active frontages and a critical mass of retail units in this area, or on the periphery of the town centre as part of a mixed use scheme.
- 6.4.6. West Lindsey District has been actively investing in the regeneration of the town centre through an ambitious programme which seeks to overcome some of the challenges facing it. This includes the INVEST Programme, launched in 2016 to promote development opportunities across the town, the Gainsborough Town Centre Heritage Masterplan (2017), as well as a number of physical initiatives which have helped to deliver a hotel and restaurant complex, shop-front improvements, the restoration of key historic buildings, and enhancements to the public realm. Substantial efforts are also being made to improve the usage of space over retail units through the Living Over The Shop (LOTS) scheme.
- 6.4.7. The Local Plan seeks to enable the further enhancement of the whole of the town centre, including enabling a series of interventions that will create a clear role for the town centre.
- 6.4.8. Key issues and opportunities include:
- To build on the success of Marshall’s Yard by identifying and maximising development opportunities associated with the Market Place, Riverside and Gainsborough Old Hall areas to enhance the town’s growing role as a sub-regional retail and leisure destination;
 - Integration and enhanced linkages between Marshall’s Yard, the historic town centre core and the riverfront;
 - Securing a vibrant and dynamic town centre with a sustainable mix of uses which will strengthen and complement the existing offer, including retail, leisure, offices, health, housing and a quality public realm;
 - Enhancement of the evening economy.

Policy S37: Gainsborough Town Centre and Primary Shopping Area

Primary Shopping Area

Within the Primary Shopping Area, identified on the Policies Map, proposals for non-retail use on ground floors will only be supported if they:

- a) are a recognised main town centre use under E Use Class; and
- b) would not result in the over concentration of non-retail uses or ‘dead’ frontages that would undermine the primary shopping area’s overall retail function and character; and
- c) would have no demonstrable impact on the vitality and viability of the centre as a whole.

Gainsborough Town Centre

Where planning permission is required, proposals for main town centre uses under E Use Class, or for the development of cultural, social or leisure facilities suitable for a town centre location will be supported in principle within Gainsborough Town Centre, as identified on the Policies Map, where they:

- d) are of high quality design, responding to their surroundings and contributing positively to the streetscene; and
- e) enhance connectivity within, through and around the town centre wherever possible.

Proposals that do not positively contribute to the vitality and viability of the town centre by satisfying the criteria in a)-e) will not be supported.

Development proposals within Gainsborough Town Centre, not in E Use Class will be considered on their merits subject to satisfying the criteria in a)-e) where relevant and providing that they will:

- f) not result in large gaps between town centre uses in frontages;
- g) not detract from or otherwise harm or conflict with town centre uses; and
- h) be compatible with maintaining or enhancing Gainsborough Town Centre as a sub-regional shopping destination.

Proposals for residential or commercial development above town centre uses will be supported providing that the proposed use would not be likely to introduce conflict with existing uses.

Where possible and relevant, development proposals in Gainsborough Town Centre will assist in meeting wider regeneration and investment objectives for Gainsborough, including the most up to date Gainsborough Masterplan and in the Gainsborough Neighbourhood Plan, this can include:

- i) enhancing linkages between Marshall's Yard, Market Place, Market Street, and the Riverside;
- j) strengthening the existing retail area of the town centre, through increased and/or improved retail offer, together with some complementary uses as appropriate; and
- k) delivering improved public transport facilities and connections.

Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those classified as Town Centre Uses by the NPPF will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced.

6.5. Sleaford Town Centre

- 6.5.1. Sleaford has an attractive and historic town centre with a number of retail, leisure, cultural and historic attractions. Sleaford performs as a hub for the rural hinterland of North Kesteven stretching into parts of South Kesteven, Boston, East Lindsey and South Holland. Sleaford is located between a number of towns including Grantham, Boston, Spalding, Stamford and Newark as well as the major centres of Lincoln, Peterborough and Nottingham and as a result faces substantial competition from these centres. In the Sleaford Town Centre Visioning Report (July 2015) it was identified that Sleaford is not fulfilling its full potential and needs to attract further national and independent retailers to the town along with broadening its leisure uses.
- 6.5.2. Since the Visioning Report was published the national retail picture has changed considerably, however, many of the objectives of the report remain relevant in maintaining and enhancing Sleaford as a service centre and destination.

- 6.5.3. Building on the Visioning Report and in an effort to bring together findings from a number of linked studies and reports¹⁷ the Sleaford Strategic Delivery Plan was published in 2018. This identified 40 actions to deliver the vision under five key headings:
- Supporting the town centre and its regeneration;
 - Encouraging sustainable travel including enhancing walking and cycling experiences and making alternative transport modes more attractive;
 - Encouraging edge of town centre parking to release the town centre of traffic and improving the car parking experience for all users;
 - Investing in the existing strategic infrastructure to create capacity for growth whilst utilising the existing town centre infrastructure more efficiently and effectively to support regeneration; and
 - Improving the town centre environment through enhanced public realm, better signage and reduced congestion.
- 6.5.4. A key barrier to enhancing the town centre’s retail core is the constant circulation of vehicle traffic around the one-way traffic management system. This has many negative impacts upon the town centre including delays to public transport, problems for deliveries to local businesses and contributes to the poor environment for pedestrians and cyclists. There is a need to improve connections to primary routes, develop linkages with surrounding settlements, improve the efficiency and movement of vehicles throughout the town centre and promote a shift from private vehicles to walking, cycling and public transport options.
- 6.5.5. The retail offer is also constrained in part due to the town centre’s heritage and charm. Sleaford has a tight urban grain, with small premises. Whilst this generates an attractive built environment it results in a shortage of modern larger retail premises historically desired by the retail sector, particularly national multiples, and for the sale of comparison goods. Larger and a more varied range of premises would help broaden the town centre offer.
- 6.5.6. The Policies Map defines the extent of the town centre and Primary Shopping Area. For Sleaford, both the town centre boundary and Primary Shopping Area have been rationalised and reduced slightly from the extent in the previous adopted Local Plan. This reflects the need for a focused area for retail and leisure as a destination in response to the challenges faced by the sector.
- 6.5.7. Within the Primary Shopping Area, retail will continue to be the predominant land use with other town centre uses complementing this. Whilst the value of residential and office uses in town centres is recognised, these are only likely to be appropriate in upper floors in the Primary Shopping Area, given the importance of maintaining active frontages and a critical mass of retail units in this area, or on the periphery of the town centre as part of a mixed use scheme.
- 6.5.8. Policy S38 seeks to maintain the main shopping function of the Primary Shopping Area whilst ensuring an appropriate balance between retail and non-retail uses where possible.

¹⁷ Including the Sleaford Masterplan, Sleaford Transport Strategy, A Vision for Sleaford, Sleaford Urban Design Study, and Sleaford Town Centre Vision amongst others.

Policy S38: Sleaford Town Centre and Primary Shopping Area**Primary Shopping Area**

Within the Primary Shopping Area, identified on the Policies Map, proposals for non-retail use on ground floors will only be supported if they:

- a) are a recognised main town centre use under E Use Class; and
- b) would not result in the over concentration of non-retail uses or ‘dead’ frontages that would undermine the primary shopping area’s overall retail function and character; and
- c) would have no demonstrable impact on the vitality and viability of the centre as a whole.

Sleaford Town Centre

Where planning permission is required, proposals for main town centre uses under E Use Class will be supported in principle within Sleaford Town Centre, as identified on the Policies Map, where they:

- d) are of high quality design, responding to their surroundings and contributing positively to the streetscene and the Conservation Area;
- e) make the most of opportunities to improve connectivity within, through and around the town centre; and
- f) would not result in an unacceptable impact on highway safety or would not have a severe impact on the road network.

Proposals that do not positively contribute to the vitality and viability of the town centre by satisfying the criteria in a)-f) where relevant will not be supported.

Development proposals not in E Use Class will be considered on their merits subject to satisfying the criteria in a)-f) as appropriate and providing that they will:

- g) not result in large gaps between town centre uses in frontages;
- h) not detract from or otherwise harm or conflict with town centre uses; and
- i) be compatible with maintaining or enhancing Sleaford Town Centre as a sub-regional shopping destination.

Proposals for residential or commercial development above town centre uses will be supported providing that the proposed use would not be likely to introduce conflict with existing uses.

Where possible and relevant, development proposals in Sleaford Town Centre should assist in meeting wider regeneration and investment objectives for Sleaford, including the most up to date Sleaford Masterplan, this can include:

- j) improving traffic circulation and reducing the number of vehicle movements in and around the town centre, including supporting the necessary highway infrastructure to deliver regeneration objectives for the town;
- k) opportunities, as identified in the Sleaford Masterplan, to deliver additional perimeter car parking which facilitates pedestrian access into the town centre;
- l) supporting projects associated with the implementation of the Sleaford Transport Strategy and the Sleaford Masterplan. Enhancements to connections for pedestrians and cyclists between the town centre and surrounding residential communities are particularly important, as well as through the town centre;
- m) supporting the development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Green Infrastructure Study.

Heart of Sleaford

The heart of Sleaford is an area to the south of Market Place and which includes Money's Yard and Bristol Arcade. Development proposals in the Heart of Sleaford should take into account the following principles:

- Contribute to the creation of the Heart of Sleaford as a destination within the town centre.
- Maintain, or where possible enhance, connectivity along the East West Leisure Link identified in the Sleaford Masterplan
- Where relevant, proposals should explore and wherever possible help deliver and not prevent:
 - the redevelopment of Money's Yard as a visitor attraction;
 - the creation of public open space beside the River Sleas;
 - the delivery of a footbridge to connect Money's Yard to Market Place; and
 - the redevelopment of 18/19 Market Place and land to the rear and the historic Buttermarket with potential pedestrian links to Southgate via Market Place and Bristol Arcade.

Riverside Retail Precinct

The Riverside Retail Precinct is located to the west of Southgate. Development proposals in the precinct should take into account the following principles:

- Explore opportunities to bring forward schemes that help strengthen and diversify the town's retail base and include provision for residential use, potentially live/work use, on the site;
- Support proposals that make a positive contribution to and restore the river frontage and its setting;
- Improve and upgrade pedestrian links to the main shopping street via Watergate and Riverside Shopping Centre; and
- Make provision for any proposed development to be capable of mitigating any relevant flood risk.

Southern Southgate

Southern Southgate is the area around Sleaford Railway Station and up to the western end of Boston Road. Development proposals in this area should take into account the following principles:

- Support improvements to Sleaford railway station, including proposals to improve the appearance and function of the transport hub and effective integration with the wider town;
- Improve and upgrade pedestrian links from Station Road to the town centre;
- Support initiatives and proposals to enhance the physical setting of the Handley Monument, by reducing the impact of vehicles on this space and taking advantage of the existing built heritage to formalise new public space.

26 Southgate

26 Southgate, located at the centre of the Primary Shopping Area, has an extant permission for a mixed use scheme including retail, office and residential uses and has recently been used as a temporary car park. The redevelopment of this site is an opportunity to enhance the town centre's offer. Proposals to develop this site for uses within E Use Class, for residential development or for a mix of uses suitable for the town centre will be supported in principle. The design, scale and massing of any development proposal should make best use of the town centre location whilst being sensitive to its location within the conservation area and nearby Listed Buildings.

Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those classified as Town Centre Uses by the NPPF will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced.

6.6. Market Rasen and Caistor Town Centres

- 6.6.1. Market Rasen is a picturesque market town situated on the western edge of the Lincolnshire Wolds. It was bestowed its market town status in 1219, there has been a market held there for over 800 years attracting people from the surrounding area to buy and sell goods. It was also a hub for labour where anyone looking for work would come in the hope to secure employment. Horse racing rose to prominence in Market Rasen in the 1800s, and this remains an important part of the local character and economy. Close links between the town and the surrounding villages specifically in relation to agriculture remain, with the town continuing to provide key services for the surrounding rural area.
- 6.6.2. Market Rasen's prosperity and rich history can be seen in the variety and quality of architecture in and around the town and particularly on the streets that surround the market place. As such, the Council have allocated funding to undertake a condition survey to support a Historic Building Grant scheme designed to enable the renovation of priority buildings, promoting high quality design and street scene. It is considered that the regeneration of historic buildings in the centre of Market Rasen will have a positive impact on the local community, businesses and visitors to the town.
- 6.6.3. Caistor is nestled on the hillside at the northern edge of the Lincolnshire Wolds and dates back to Roman times. The medieval street pattern of narrow plots and interconnecting market square, combined with fine Georgian and Victorian buildings, contribute to the town's special character. Caistor's town centre comprises of its marketplace and surrounding streets and is covered by a conservation area, and contains over 50 listed buildings.
- 6.6.4. Caistor town centre has suffered from a loss of trade to nearby larger towns, such as Scunthorpe and Grimsby and as a result some buildings have become vacant and are in some disrepair. A townscape heritage initiative scheme has already helped to identify several buildings for grant aid and this work has improved the centre of the town and encouraged new investment in the area. The Local Plan seeks to build on these initiatives by enabling high quality design-led development initiatives to support further enhancement of the town centre, including promoting a mixed and diverse local economy.
- 6.6.5. The role of the Town Centres, both for the residents of the towns and also the wider rural hinterland is of great importance to maintaining a sustainable Central Lincolnshire and this local plan seeks to maintain and enhance their role as a multi-service hub and local destination with the retention of a focus for town centre uses.

Policy S39: Market Rasen and Caistor Town Centres

Where planning permission is required, proposals for main town centre uses under E Use Class will be supported in principle within the town centres of Market Rasen and Caistor, as identified on the Policies Map, where they:

- a) are of high quality design, responding to their surroundings and contributing positively to the streetscene; and
- b) make the most of opportunities to improve connectivity within, through and around the town centre.

Proposals that do not positively contribute to the vitality and viability of the town centre by satisfying the criteria in part one a)-b) will not be supported.

Development proposals not for E Use Class will be considered on their merits subject to satisfying the criteria in part one a)-b) and providing that they will:

- c) not result in large gaps between town centre uses in frontages;
- d) not detract from or otherwise harm town centre uses; and
- e) be compatible with maintaining or enhancing the centres as a shopping destination and service hub.

Proposals for residential or commercial development above town centre uses will be supported providing that the proposed use would not be likely to introduce conflict with existing uses and provided adequate off-street parking can be provided.

Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those classified as Town Centre Uses by the NPPF will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced.

6.7. District, Local and Village Centres

- 6.7.1. Beyond the city and town centres in Central Lincolnshire, people rely on smaller centres that are geographically closer to them for everyday shops, services and other facilities. The availability of these services in local and rural centres is vital for many communities and is essential in reducing the need to travel. The scale of these centres means that they clearly complement the strategic role of the larger town centres rather than competing directly with them.
- 6.7.2. These district, local and village centres, identified in Policy S35, are intended to meet local needs and form an important part of the retail hierarchy. To be effective in terms of reducing journey lengths and in order to be 'self-supporting', these centres include more than just shops, although shops are a vital component. New district and local centres will also be an integral part of the Sustainable Urban Extensions (SUEs) as detailed in Policies S69-S71.

Policy S40: District, Local and Village Centres

Development proposals for town centre uses under E Use Class including retail, leisure, health facilities and/or office development in or on the edge of a district, local or village centre as defined on the Policies Map will be supported in principle where it:

- a. contributes to the vitality and mix of uses in the centre and is compatible with the role of the centre;
- b. is appropriate in scale for the centre and the development is of an appropriate design relating well to the character of the setting;

- c. prioritises and promotes access by walking, cycling and public transport wherever possible;
- d. will not result in road safety issues from on-street parking; and
- e. will not harm the amenity which occupiers of nearby properties may reasonably expect to enjoy.

Proposals for non-town centre uses under E Use Class within a district, local or village centre will not normally be supported unless it can be satisfactorily demonstrated through a thorough and proportionate marketing exercise lasting not less than 12 months that the existing use is no longer viable and that other uses under E Class are also likely to prove unviable. Proposals which would harm the role of the centre will not be acceptable.

Where a proposal will result in the loss of a shop of under 280sqm selling essential goods, including food, and is located farther than 1km from a similar shop, defined as a local community use under F2 Use Class, permission will not normally be granted unless a suitable alternative provision of a similar shop is included within the proposal or where evidence is provided clearly demonstrating that the shop has been appropriately marketed for a continuous period of 12 months or more without successful conclusion on terms that reflect the lawful use and condition of the premises – this evidence will be considered in the context of local market conditions and the state of the wider national economy

Note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those classified as Town Centre Uses by the NPPF will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced.

6.8. City and Town Centre Frontages

- 6.8.1. Shop and business frontages make an important contribution to the character of centres and shopping streets. Great care is necessary to ensure that new frontages or the alteration and replacement of existing frontages in centres not only adds visual interest to the street scene, but also reflects the architectural style of the buildings to which they relate and the character of the area. A good frontage can contribute significantly to the experience of visitors and, conversely, a poorly designed frontage can have a lasting negative experience for users.
- 6.8.2. It is not just the design and appearance of frontages within town centres that have an impact on their character but also security shutters. Whilst the security of shops and other commercial premises is important, shuttering of display windows can produce an intimidating street scene, particularly at night, and can detract from the vitality of a shopping street or centre.
- 6.8.3. 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 shutters, as they allow visibility into the premises, are less visually intrusive and create a more welcoming environment.

Policy NS41: City and Town Centre Frontages

This policy applies to all proposals for town centre uses within defined city and town centres including shops, banks, restaurants, leisure uses or all uses within areas identified as Primary Shopping Areas in tiers 1 and 2 of the retail hierarchy in Policy S35.

Proposals for new frontages or alterations to existing frontages within an identified centre will be permitted provided the proposal:

- a. is of a high quality design and is sympathetic in scale, proportion and appearance to the building of which it forms part, and to the character of the surrounding street scene; and
- b. protects, and where possible enhances, traditional or original frontage or features that are of architectural or historic interest, particularly if the building is listed or within a conservation area; and
- c. is designed to allow equal access for all users.

Where a proposal includes the provision of external security shutters, permission will only be granted where:

- d. it is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and
- e. the property is not a listed building or situated in a conservation area; and
- f. the security shutter is transparent or heavily perforated to an extent that the area behind is highly visible; and
- g. the shutter is designed to a high standard and is in keeping with the character and appearance of the building and its surroundings.

7. Tourism and Visitor Economy

7.0.1. Central Lincolnshire, with historic Lincoln at its core, has a thriving, growing, visitor economy with visitors arriving for education, business and leisure purposes. Alongside historic Lincoln and its cathedral and castle, there are a number of significant visitor economy assets within the city, including its annual Christmas Market. Central Lincolnshire also has a draw for its aviation history, access to the open countryside (including the Lincolnshire Wolds Area of Outstanding Natural Beauty) and the Lincolnshire Showground. The Employment Needs Assessment (ENA) (2020) sets out that between 2012 and 2018 the number of people employed in 'Accommodation and Food Service' jobs has risen by 36%. Linked to this as a sector that attracts visitors to the area, jobs in the 'arts, entertainment, recreation and other services' have increased by 47%. Further growth is also predicted within the ENA for both jobs sectors.

7.1. Sustainable Urban Tourism

- 7.1.1. The Greater Lincolnshire Local Economic Partnership (GLLEP) draft Local Industrial Strategy Evidence Base (November 2019) shows that visitor economy based jobs are distributed across Greater Lincolnshire, with concentrations in Lincoln, Louth (the Wolds) and on the coast at Cleethorpes and north of Skegness. This concentration around Lincoln totals around 6,200 jobs across restaurants, cafes, pubs, bars, hotels and attractions themselves. It is clear that there are also other pockets or concentrations of visitor economy jobs across the Central Lincolnshire area.
- 7.1.2. Lincoln is one of England's key heritage cities, and the principal visitor destination in Central Lincolnshire. It attracts over 3 million visitors a year, generating over £190 million and supporting 2,000 jobs. Lincoln's Cathedral and Cultural Quarters, along with the High Street and Brayford Waterfront provide a variety of visitor attractions within a relatively compact area. These range from the Castle and Cathedral, to art galleries and lesser known attractions such as the Cheese Society and Arboretum.
- 7.1.3. Lincoln is not a seasonal destination, it is busy all year round, with visitor accommodation, especially hotels, enjoying year-round occupancy. The continuing growth in population, investment by businesses, fast growing universities and investment in and rejuvenation of tourist destinations will continue to attract increasing numbers of visitors to the area. Within Lincoln room occupancy rates are very high (80%) with hotels frequently full and turning business away.
- 7.1.4. Outside of Lincoln, within Gainsborough, Sleaford and the Market Towns, there are also a number, albeit generally smaller, visitor attractions such as Market Rasen Racecourse, Gainsborough Old Hall, and the Hub (the National Centre for Craft and Design) and Cogglesford Mill at Sleaford.
- 7.1.5. The Hotel Fact File prepared on behalf of the GLLEP identifies that while the most significant supply of hotels is in Lincoln, Sleaford and Gainsborough have a very limited provision. The report identifies that priority for hotel development within Lincoln is the development of luxury boutique hotels to complement the existing and planned budget, 3 and 4 star hotels, and to provide comparable accommodation to that available in similar heritage city destinations. Within Sleaford and Gainsborough, it is identified that there is potential for hotel developments to take place as part of wider development and

regeneration. The provision of a sufficient level and range of holiday accommodation is essential for supporting the contribution made by the tourism sector to the local economy.

- 7.1.6. It is important to note that the Covid-19 pandemic has impacted the tourism and visitor economy significantly and it will be important to monitor its recovery in the coming years. Policy S42 aims to encourage sustainable growth in the urban visitor economy and provides a positive framework for strengthening the visitor economy in the area to assist in it rebounding from the recent challenges resulting from Covid-19.

Policy S42: Sustainable Urban Tourism

Within the urban areas of Lincoln, Gainsborough, Sleaford and the Market Towns development and activities that will deliver high quality sustainable visitor facilities such as culture and leisure facilities, sporting attractions and visitor accommodation, including proposals for temporary permission in support of the promotion of events and festivals, will be supported. Such development and activities should be designed so that they:

- a) contribute to the local economy;
- b) benefit both local communities and visitors;
- c) respect the intrinsic natural and built environmental qualities of the area; and
- d) are appropriate for the character of the local environment in scale and nature.

Development proposals which result in the loss of facilities or attractions that support the visitor economy, including hotels and guesthouses, will not be permitted unless:

- e) there are overriding sustainability and regeneration benefits from the proposal; or
- f) the existing use is demonstrated to be unviable and with no reasonable prospect of becoming viable; or
- g) the facility has been appropriately marketed for a continuous period of 12 months or more without successful conclusion on terms that reflect the lawful use and condition of the premises – this evidence will be considered in the context of the local market conditions and state of the wider national economy.

Lincoln

Within Lincoln the focus of tourism developments should be on the Cathedral and Cultural Quarters and the High Street and Brayford Waterfront areas in order to complement and support existing attractions. Proposals in other parts of the Lincoln Urban Area that satisfies criteria a)-d) above and will not detract from or otherwise harm existing tourism offer of the city will be supported.

7.2. Sustainable Rural Tourism

- 7.2.1. Tourism naturally extends beyond the urban areas of Lincoln, Gainsborough, Sleaford and the market towns. Rural Central Lincolnshire also makes a significant contribution to the visitor economy. Many visitors are attracted to the waterways, walking and cycling routes, the many aviation and other attractions across the area. Others are attracted by the rich RAF history which includes the International Bomber Command Centre, or to other rural historic attractions such as Doddington Hall. In addition, a number of key road routes to the East Coast run through Central Lincolnshire, providing the opportunity for additional visitor spend from through traffic stopping within the area.

- 7.2.2. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) is a popular visitor destination for walking, cycling and outdoor pursuits. The AONB extends into Central Lincolnshire between Market Rasen and Caistor, and is surrounded by a locally designated Area of Great Landscape Value (AGLV).
- 7.2.3. Visitor pressure is not evenly spread across Central Lincolnshire, and this is particularly the case across the rural area, with some areas being distinct ‘honey pots’. Within the rural area intensive tourism and leisure uses, including static caravans, will typically be discouraged, in order to protect the countryside from inappropriate development, in accordance with other policies in this plan. Regard will also be given to the cumulative impacts of tourism and recreation proposals on landscape character, nature conservation value and local transport movements.
- 7.2.4. Small-scale development of new visitor facilities and accommodation appropriate to their surroundings will be supported within the villages. These settlements already provide many services used by residents and visitors and together with their access by public transport make them more sustainable locations for tourism developments, and less likely to have impacts on the landscape and natural beauty of the area.
- 7.2.5. Ecotourism, defined as visiting fragile, pristine and relatively undisturbed natural areas, has seen an increase globally in recent years. It is intended as a low impact and often small scale alternative to mass tourism. Ecotourism involves responsible travel to natural areas, conserving the environment and improving the well-being of local people. Proposals for tourism development that will result in improved biodiversity and green infrastructure, will be particularly welcomed if it can be demonstrated that they do not increase the risk of unacceptable disturbance, directly or indirectly, of sensitive wildlife sites. Wildlife activities or ‘Nature Tourism’ will be encouraged and supported, in principle, in both rural and urban areas.
- 7.2.6. Rural Central Lincolnshire has a range of tourist accommodation in the form of Bed & Breakfasts, self-catering cottages, lodges, and caravan, camping and glamping sites. In order to protect the rural area, the central Lincolnshire authorities would not wish to see a prevalence of any particular type of visitor accommodation in any one area.
- 7.2.7. While seeking to ensure that a diverse range of accommodation is available across the area to cater for demand from visitors, it will also be necessary to ensure that it is in the most appropriate locations that do not detract from the natural beauty of the rural area. It will also be necessary to ensure that accommodation remains available in the future for visitors and does not become occupied for full-time residential use. Planning conditions or legal agreements will be used to ensure that occupation of new self-catering accommodation is limited, and registers of lettings (to include names and addresses of all occupants of units for each letting) will be required to be kept and made available on request to the Local Planning Authority.
- 7.2.8. Developments that, while tourism related, are clearly farm diversification projects will be considered against Policy S5: Development in the Countryside.

Policy S43: Sustainable Rural Tourism

Development proposals within villages named in the Settlement Hierarchy in Policy S1 that will deliver high quality sustainable visitor facilities including (but not limited to) visitor

accommodation, sporting attractions, and also including proposals for temporary permission in support of the promotion of events and festivals, will be supported where they:

- a) contribute to the local economy;
- b) benefit both local communities and visitors;
- c) respect the intrinsic natural and built environmental qualities of the area;
- d) are appropriate for the character of the local environment in scale, nature and appearance; and
- e) would not result in highway safety or severe traffic impacts.

Development proposals for tourism uses, wildlife related tourism and visitor accommodation in the countryside will only be supported where it has been demonstrated that:

- f) part E of Policy S5 has been satisfied; or
- g) locations within settlements are unsuitable for the scale and nature of the proposal or there is an overriding benefit to the local, or wider, economy and/or community and/or environment for locating away from such built up areas and the proposal will not result in harm when considered against other policies in the plan; or
- h) it relates to an existing visitor facility which is seeking redevelopment or expansion and is of a scale, form and design appropriate to its location.

New visitor accommodation in the countryside may be restricted by means of planning conditions or a legal agreement which permits holiday use only.

The conversion or redevelopment of hotels and guest houses and any other forms of visitor accommodation to permanent residential accommodation will be resisted unless it can be demonstrated that the existing tourism use is no longer viable through a thorough and proportionate marketing exercise lasting not less than 12 months.

7.3. Lincolnshire Showground

7.3.1. The Lincolnshire Showground is an important asset not only to Central Lincolnshire but the County as a whole, attracting large numbers of visitors at certain times of the year. Development to complement the principle use of the site for shows could help to:

- sustain the showground as one of the key agricultural show venues in the UK;
- augment the range of events and services leading to increased overnight stays in the area that will benefit the local visitor economy; and
- contribute to the GLLEP vision of doubling the economic value of the agri-food sector in Greater Lincolnshire by 2030.

7.3.2. The Lincolnshire Showground (together with the Hemswell Cliff Business Park) was identified in 2015 as a strategic site to support the development of a food and farming Enterprise Zone. It lies adjacent to the A15, which forms the main North / South road corridor between Lincoln, Scunthorpe and the Humber Bridge.

7.3.3. Due to the strategic importance of the Showground, and the wider implications of any development on the site, it is considered appropriate for this Local Plan to both identify the site on the Policies Map, and set out in policy, below, the strategic proposals for the site.

Policy S44: Lincolnshire Showground

The following development within the Lincolnshire Showground area, as defined on the Policies Map, will be supported in principle:

- Facilities directly related to the functioning of shows on the showground itself;
- Conference facilities (E, F1 and F2 Use Class) (up to 4,000 sqm);
- Expansion of Agricultural College functions (C2 Use Class) (up to 10,000 sqm) in total including existing Agricultural College floorspace;
- Employment related development (E Use Class) (up to 3,500 sqm);
- A hotel (C1 Use Class) (up to 100 beds);
- Other minor ancillary development linked to the above uses.

All such proposals should demonstrate their compatibility to the main showground use. Proposals which would negatively impact on the scale of shows which could be accommodated on the showground will be refused.

Particular attention should be given to:

- a) ensuring the proposals have no detrimental impact on the functioning of infrastructure;
- b) the careful design, layout, scale and height of buildings, taking account of the otherwise rural character in which the showground area is located; and
- c) improving linkages, by sustainable means, to the Lincoln urban area.

A masterplan prepared in advance of any significant proposals would be welcomed and, if approved by West Lindsey District Council, it would become a material consideration in the determination of future planning applications.

8. Transport and Infrastructure

8.0. Strategic Infrastructure Requirements

- 8.0.1. Growth and expansion in Central Lincolnshire will be supported by necessary infrastructure such as roads, schools, and health and community facilities to ensure that our communities have access to essential facilities.
- 8.0.2. The Central Lincolnshire Infrastructure Development Plan (IDP) has been prepared alongside this Local Plan and will be regularly updated. The IDP is produced to identify the range of infrastructure types and projects required to support growth and it identifies likely funding sources, delivery agents, timescales and priorities. Such projects include:
- Water and Drainage – water supply, wastewater, flood risk management and resilience and water quality;
 - Energy – electricity, gas and district heating systems;
 - Communications Infrastructure – improved broadband coverage and provision;
 - Leisure and green infrastructure – sport, open space and community facilities;
 - Education – nursery and pre-school, primary, secondary, further education and higher education;
 - Health – hospitals, health centres, GP surgeries, public health and preventative health care;
 - Transport – highways, cycle and pedestrian facilities, rail, bus, park and ride, travel management, waterways and car parking.
- 8.0.3. The infrastructure necessary to support growth in Central Lincolnshire will be delivered by a variety of partners including the Councils, Government departments, public agencies, and utility service providers, all of which will have their own investment plans in place. The role of the IDP is to ensure that all the service providers' strategies and investment plans are developed alongside and align with the Local Plan to ensure the timely delivery of infrastructure.
- 8.0.4. The delivery of infrastructure to support growth will rely on collaborative working in order to establish and align funding sources and also ensure that works achieve best value. Contributions to infrastructure may be made in a variety of ways including direct provision and commuted sums from developments.

Education Facilities

- 8.0.5. Within Central Lincolnshire, a number of primary schools have capacity issues and are oversubscribed in many instances. Based on current pupil projections Lincoln, Gainsborough and Sleaford are projected to have limited capacity during the plan period as well as in some rural primary schools.
- 8.0.6. Recent growth in primary school age children is now starting to impact upon capacity within secondary schools. Within secondary schools, there is limited capacity to accommodate growth in pupil numbers in a number of locations.
- 8.0.7. The Building Communities of Specialist Provision Strategy has been developed to address the provision of school places for Special Educational Needs (SEN) pupils.

Through implementation of the Strategy, there will be a modest increase in SEN school places, of 2%. The primary aim, though, is to create an integrated and sustainable school system which will enable children to attend their nearest special school confident that their health and educational needs can be met.

- 8.0.8. It is therefore likely that new primary, secondary and SEN school provision across Central Lincolnshire will be needed to accommodate increased demand arising from development across the plan period. How new provision is provided will vary, however, it is anticipated that the SUEs in Lincoln, Gainsborough and Sleaford will provide on-site facilities, while other sites will provide financial contributions.

Health Facilities

- 8.0.9. The level of healthcare provision within Central Lincolnshire is currently adequate to serve the existing population of the area. However, future developments will have an impact on health provision and put additional pressures on resources. The NHS Long Term Plan seeks to modernise the way in which services are provided, focussing on Primary care supported by community care, therefore reducing reliance on hospital based services. The need for, type and location of additional healthcare facilities over the Plan period will depend on the location, amount and type of housing being developed, and the resultant population demographic.
- 8.0.10. There will, therefore, be a need for new healthcare facilities as a result of the housing development proposed within this plan. These needs will vary across Central Lincolnshire, as will the appropriate response for meeting needs. It is anticipated that the SUEs in Lincoln, Gainsborough and Sleaford will provide on-site facilities or possibly contributions to existing facilities where appropriate, whilst other development sites will provide financial contributions towards the provision of new or the expansion of existing facilities where these are identified as being necessary by NHS England.

Delivery of Infrastructure

- 8.0.11. While every effort will be made to ensure the timely provision of infrastructure, the following policy will be used to restrict development from commencing or, in certain cases, from being permitted, in the absence of proven infrastructure capacity or acceptable mitigation.
- 8.0.12. Each of the Central Lincolnshire districts adopted a Community Infrastructure Levy (CIL) in 2017. A joint Developer Contributions Supplementary Planning Document was also adopted by the Districts in 2018 which sets out in more detail how contributions will be calculated. These documents alongside the IDP inform the levels of contributions from both CIL and S106 needed to fund the infrastructure necessary to support development in Central Lincolnshire.
- 8.0.13. Where there is a major development proposal which requires its own (on-site and/or off-site) infrastructure, and the proposal is subject to Environmental Impact Assessment (EIA) and/or project level Appropriate Assessment under the Habitats Regulations, the Councils will require the developer to consider the likely effects of the development and all of its supporting infrastructure as a whole, so that potential in-combination effects can be fully assessed before any decisions are taken.
- 8.0.14. Policy S45 below sets out the overarching framework for delivering infrastructure to support growth, however, other policies within the plan set out more specific requirements

on matters such as health, transport, water, community facilities and open space/ green infrastructure.

Policy S45: Strategic Infrastructure Requirements

New Development should be supported by, and have good access to infrastructure.

Infrastructure

Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or a planning obligation may be used to secure this phasing arrangement.

Healthcare Facilities

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported. Planning obligations are likely to require contributions to primary healthcare provision where there is a demonstrated shortfall in capacity.

Education Provision

Proposals for new or extended school facilities will be expected to relate well to the population that they are to serve, ensuring that they are easily accessible for all. Conditions or planning obligations are likely to require education provision where there is a demonstrated shortfall in capacity.

Development Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure, either through direct provision or contribution towards the provision of local and strategic infrastructure to meet the needs arising from the development either alone or cumulatively with other developments.

8.1. Safeguarded Land

- 8.1.1. Sometimes infrastructure which may not currently be anticipated to be delivered in the short term or indeed necessary to support short-term needs is likely to be crucial to support development over the longer term. This may lead to, on a fairly exceptional basis, the need to ‘safeguard’ land from development that would impact directly on its deliverability in order to protect it for future infrastructure needs.
- 8.1.2. A new North Hykeham Relief Road would link the Eastern Bypass (at the A15 Sleaford Road) with the existing A46 Western Bypass (at its junction with Newark Road), creating a complete Lincoln ring road. The authorities see this as part of the solution to the city’s

transportation challenges and the proposal is identified as a primary infrastructure intervention in the Lincoln Transport Strategy.

- 8.1.3. A Preferred Route has been identified, as indicated on the Policies Map, and delivery mechanisms and funding is starting to be secured.

Policy S46: Safeguarded Land for Future Key Infrastructure

Development proposals on or near to the preferred route of the North Hykeham Relief Road, as indicated on the Policies Map, which will prejudice the efficient and effective delivery of the project will be refused.

8.2. Accessibility and Transport

- 8.2.1. 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.
- 8.2.2. As a predominantly rural area, 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.
- 8.2.3. Across Lincolnshire as a whole there are no motorways and only approximately 40 miles of dual carriageway. The key roads in Central Lincolnshire, including the A15, A17, A46, A158, A159 and A631 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.
- 8.2.4. 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. 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.
- 8.2.5. The Great Northern Great Eastern Rail (GNGE) line runs through Central Lincolnshire, with stations at: Gainsborough Lea Road, Saxilby, Lincoln, Metheringham, 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 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. There is also a number of direct services from Lincoln to London via the East Coast Main Line. East Midlands Railway (EMR) run from Leicester, Nottingham and other parts of the East Midlands via Lincoln to Grimsby with stations at: Swinderby, Hykeham, Lincoln and Market Rasen. EMR also provide wider connections to Grantham,

Boston and Skegness in Lincolnshire. In addition, Northern Rail operate an hourly service between Lincoln and Sheffield which has been strengthened by the new Northern franchise. Investment in the parking and station facilities at North Hykeham station sought to encourage greater use of the rail service both into Lincoln and to Newark and Nottingham. Investment has also been made at Swinderby Station, with the construction of a new car park. However, 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 rail use, especially by freight services, increasing waiting times for road users and pedestrians. However, new footbridge provision over the railway in Lincoln city centre has eased the delays caused by the level crossing barrier downtime.

- 8.2.6. 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 through the North Midlands to Newark and 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, containers, waste and recycling 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 Fossdyke 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 towpaths and river banks as useful routes for cycle and footpaths enhancing connectivity and providing a recreational resource.
- 8.2.7. 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.
- 8.2.8. The 4th Lincolnshire Local Transport Plan (LTP4) covers the period 2013/14-2022/23. At the time of writing, this is in the process of being replaced by the 5th Local Transport Plan (LTP5). This LTP5 is being produced under 6 key themes within which sit a number of objectives as follows:

Theme 1 – Supporting economic growth

- a) Improve connectivity throughout Lincolnshire and to the East Midlands, the rest of the UK and beyond.
- b) Ensure a resilient and reliable transport system for the movement of people, goods and services.
- c) Support the vitality and viability of our town centres and rural communities.
- d) Improve connectivity to jobs and employment opportunities.
- e) Provide a transport system that supports the priority sectors identified in the LIS.

Theme 2 – Future ready, green transport

- a) Support the introduction of low-carbon technologies and thus reduce reliance on fossil fuels.

- b) Develop and support communities to flourish locally and thereby helping reduce the need to travel.
- c) Deliver sustainable development by ensuring that new developments are designed to reduce the need to travel, minimise car use and support the use of more sustainable modes.
- d) Ensure the transport network is made resilient to climate change.

Theme 3 – Promote thriving environments

- a) Develop opportunities to both protect and enhance the built and natural environment.
- b) Minimise waste and make the best use of available resources.
- c) Provide sustainable access to Lincolnshire’s wonderful environment and heritage.

Theme 4 – Supporting safety, security and a healthy lifestyle

- a) Improve road safety.
- b) Increase confidence in a safer and more secure transport network.
- c) Reduce the impacts of air quality, noise and light pollution.
- d) Improve the health of our communities through the provision for active travel.

Theme 5 – Promoting high aspirations

- a) Improve connectivity and access to education, healthcare and leisure.
- b) Improve the accessibility of the transport system and in particular access onto public transport.
- c) Encourage wider community participation in developing and delivering transport services.

Theme 6 – Improve quality of life

- a) To deliver on the first five objectives above.
- b) To improve the quality of place and reduce the overall negative impacts of transport on people's lives.

8.2.9. These key themes and objectives are consistent with the objectives of the Local Plan and its policies.

8.2.10. 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.

8.2.11. 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 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).

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

Policy S47: 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:

- 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, car clubs, walking and cycling links and integration with existing infrastructure;
- c) Making allowance for low and ultra-low emission vehicle refuelling infrastructure.

Delivering Transport Related Infrastructure

All development proposals should have regard to the IDP, and, 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 developer contributions as set out in Policy S45).

For Strategic Transport Infrastructure:

- d) Improve and manage the strategic highway infrastructure for a range of users and increased capacity where appropriate and viable;
- e) 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;
- f) Deliver opportunities for improved road and rail interaction, and avoiding impacts upon level crossings;
- g) Improve, extend and manage the strategic cycling network for a range of users;
- h) Support the enhancement of existing or proposed transport interchanges;
- i) Improve and manage the strategic highway infrastructure, wider road infrastructure and public rights of way network to deliver biodiversity net gain, including improved connectivity and extent of green infrastructure guided by local nature recovery strategy; and
- j) Explore opportunities to utilise waterways for transport, particularly freight.

For Public and Community Transport Infrastructure and Services:

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

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 dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority and external bodies where relevant.

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.

8.3. Walking and Cycling

- 8.3.1. Walking and cycling can have wide ranging benefits, from reducing congestion and pollution from exhaust emissions, to contributing to the improved health and physical fitness of the population. Walking and cycling can also play an important role in multi-modal journeys in combination with other sustainable travel modes, such as bus and rail services.
- 8.3.2. Improvements in the bus network continue to be made in the Lincoln area and bus operators were closely involved in the delivery of the Lincoln Transport Hub which now offers a significantly enhanced experience for users. The changes to the St Marys Street area of Lincoln City Centre as a part of the Transport Hub works have made a significant improvement to the pedestrian environment for those arriving by bus or rail, making multi modal journeys into the city centre more attractive. A number of other sustainable travel initiatives have, and are, being delivered by Central Lincolnshire partners. Significant work was undertaken, through the Access LN6 project, to improve sustainable transport options and achieve modal shift in the LN6 area of Lincoln and North Hykeham. This work, encouraging walking, cycling and public transport use as well as car sharing has since been continued by Access Lincoln.
- 8.3.3. The Lincoln Eastern By-pass has been designed and constructed to include dedicated walking and cycling provision along and across its route, maintaining connectivity with the city for those communities to the east of the new road.
- 8.3.4. The 2020 Lincoln Transport Strategy (LTS) identifies that the number of walking trips made is in decline, with almost a quarter of adults indicating that they do not walk for any purpose at all. The LTS also states that the cycle network in Lincoln is not comprehensive and is disjointed within the city centre, with provision limited in rural areas. The LTS aims to put a focus on walking and cycling for short journeys. With an objective to rebalance movement towards walking and cycling and multi-occupancy, shared mobility and passenger transport. A further objective states that the LTS will seek to enhance the health and wellbeing of communities through improved air quality, increased physical activity and safety.
- 8.3.5. Both the Sleaford Transport Strategy (2014) and Gainsborough Transport Strategy (2010) also identify that cycle route networks are disjointed and poorly connected with each other. As with the LTS, both the Sleaford and Gainsborough Transport Strategies place a focus on walking and cycling for short journeys and the improvements to the network that are needed to make walking and cycling easier and more attractive options. The Gainsborough and Sleaford Transport Strategies are expected to be updated in the life of this Local Plan
- 8.3.6. The COVID-19 pandemic provided a number of opportunities for sustainable travel, in particular walking and cycling. Lockdowns, and the need to distance from one another, resulted in an increase in active sustainable travel among those unable to work from home and also a notable increase in walking and cycling for leisure. In particular, sales of

bicycles throughout the lockdown period increased significantly as those still required to travel to work sought to avoid public transport, and others took to cycling for their daily allowed exercise. Through a bid to the Emergency Active Travel Fund, Lincolnshire County Council sought to build upon previously implemented active travel schemes. Schemes implemented with Emergency Active Travel funding have been located in Lincoln and Sleaford within Central Lincolnshire as well as other towns, in the wider county. The projects implemented have included the installation of temporary cycle lanes, road closures to vehicles, installation of additional cycle storage and new and widened pedestrian crossings.

- 8.3.7. The ability to travel using sustainable forms of transport must be integrated into the design of new developments and connectivity to and from the development and existing built up area should be a key component for the layout of development. Consideration must be given to the quality of the walking and cycling environments to ensure routes are safe, legible and attractive, connecting well into the existing public rights of way network and to facilities such as bus stops. Development layouts must be fully accessible and be designed to encourage walking and cycling by providing direct routes following future and existing desire lines. Proposals should take account of points of conflict with vehicular traffic, severance issues and the need for other pedestrian and cyclist accessibility improvements, providing end to end consideration of journeys for all users.

Policy S48: Walking and Cycling Infrastructure

Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. Plans and evidence accompanying applications will demonstrate how the ability to travel by foot or cycle will be actively encouraged by the delivery of well designed, safe and convenient access for all both into and through the site. Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist, that give easy access and permeability to adjacent areas.

Proposals will:

- a) protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities;
- b) provide high quality attractive routes that are safe, direct, legible and pleasant and are integrated into the wider network;
- c) ensure the provision of appropriate information, including signposting and way-finding to encourage the safe use of the network;
- d) encourage the use of supporting facilities, especially along principle cycle routes;
- e) make provision for secure cycle parking facilities in new developments and in areas with high visitor numbers across Central Lincolnshire; and
- f) consider the needs of all users through inclusive design.

8.4. Parking Standards

- 8.4.1. Central Lincolnshire, as a predominantly rural area, has a higher than average reliance on the private car. This means that residential development, in particular, faces pressure in respect of car parking and the impact on highway safety. An over-provision of car parking can lead to unattractive, car dominated environments that are unsafe for non-car users, whilst an under-provision can lead to unsuitable or unsafe on-street parking.

- 8.4.2. All development, not just residential 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.
- 8.4.3. All Development should consider user’s needs, impact on neighbouring users and the safe and efficient use of the highway network for all users including pedestrians, cyclists and those with limited mobility. Developers should consider imaginative solutions for car share facilities, powered two wheeler and cycle parking, and enabling domestic electric vehicle charging points. Unallocated cycle parking for residents should be secure and covered, located in easily accessible locations throughout the development. The Manual for Streets (2007) and Manual for Streets 2 (2010) 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.
- 8.4.4. The City of Lincoln Council intends to prepare a SPD to address the specific residential, and other, parking issues that arise with in the City area. This SPD provides additional detail in support of the policy and reflects the outcomes of the Lincoln Transport Strategy.
- 8.4.5. Where prepared, parking provision should be informed by the outcomes of the transport statement or transport assessment and the travel plan (where required). The rationale for the final parking scheme should then be set out in a parking statement or within the design and access statement.

Policy S49: Parking Provision

Part A: Lincoln City Centre and Edge of Centre

Within 300m of Lincoln City Centre, as defined on the Policies Map, applications for residential development will be considered on a case by case basis, reflecting the varied nature of residential areas within the City. Considerations will take into account the proposal, its location, connectivity and parking issues in the surrounding area.

For all other types of development, proposals will be required to make use of existing public car parks before the provision of additional car parking spaces will be considered. The council will only allow additional on-site or off-site spaces if the applicant has provided a full justification for such a need (for example on the basis of essential operational requirements which cannot be met by the use of existing spaces off-site).

Within the area identified as the city centre on the Policies Map, all development proposals must demonstrate that careful consideration has been given to:

- prioritising access for pedestrians;
- improving accessibility for those with mobility issues;
- encouraging cyclists to access the city centre;
- reducing the need for vehicles to enter the city centre and particularly the city core policy area, with retail and other commercial development service vehicles being carefully controlled to minimise unnecessary disturbance to the public.

Further details are intended to be provided in a Lincoln City specific Parking Standards SPD.

Part B: All Other Locations**Parking Provision in Residential Development**

Outside of areas covered by Part A, planning permission for new residential development will only be granted if the proposal makes appropriate and deliverable parking provision in accordance with the standards in Appendix 2.

For all other development, the number and nature of spaces provided, and their 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).

Infrastructure relating to electric charging points should be included within garages and other appropriate locations in accordance with Policy NS18.

Wherever possible, parking provision should be provided 'on plot'. Parking court style provision not associated with flatted development will only be acceptable in exceptional circumstances.

Proposals must ensure that appropriate vehicle, powered two wheeler, cycle parking and disabled parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility.

Parking Provision Non-Residential Development

All other types of development should incorporate a level of car parking that is suitable for the proposed development taking into account its location, its size and its proposed use, including the expected number of employees, customers or visitors.

Infrastructure relating to electric vehicle charging points should be provided in accordance with Policy NS18.

Other considerations

In areas where there is a made Neighbourhood Plan containing residential parking standards, these will take precedent over the standards contained in Appendix 2.

8.5. Community Facilities

8.5.1. 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.

8.5.2. 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.

Policy S50: Community Facilities

All development proposals should recognise that community facilities such as, but not limited to, leisure facilities, libraries, public houses, places of worship and community halls, or any registered asset of community value, or a community facility identified in a neighbourhood plan, are an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Existing facilities

The redevelopment or expansion of an existing facility to enhance, extend or diversify the level of service provided will be supported.

In most instances, the loss of an existing community facility will not be supported.

The loss, via redevelopment, of an existing community facility to provide an alternative land use which is not that of a community facility will only be permitted if it is demonstrated that:

- a) The facility is demonstrably no longer fit for purpose and the site is not viable to be redeveloped for a new community facility; or
- b) The service provided by the facility is met by alternative provision that exists within reasonable proximity: what is deemed as reasonable proximity will depend on the nature of the facility and its associated catchment area; or
- c) The proposal includes the provision of a new community facility of similar nature and of a similar or greater size in a suitable on or offsite location.

New stand-alone facilities

Proposals for new community facilities will be supported in principle, and should:

- d) Prioritise and promote access by walking, cycling and public transport. Community facilities may have a local or wider catchment area: access should be considered proportionately relative to their purpose, scale and catchment area;
- e) Be accessible for all members of society;
- f) Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary; and
- g) Where applicable, be operated without detriment to local residents: this especially applies to facilities which are open in the evening, such as leisure and recreation facilities.

New facilities as part of wider development proposals

Where new community facilities are deemed necessary as part of a wider development proposal (such as a residential development scheme which generates demand for new facilities), and acceptable within the guidance set out in Policy S45, then developers will be expected to provide such relevant facilities either directly on-site and/or off site, through a financial contribution, either alone or cumulatively with other developments.

Opportunities to incorporate community facilities within or adjacent to the development site should be sought in the first instance. Offsite provision may be acceptable as an alternative if:

- h) There is insufficient space available onsite/ adjacent to the site; or

- i) Incorporation of the facility onsite/ adjacent would not be financially viable; or
- j) It would be more appropriate to contribute (in whole or part) to the establishment or expansion of a facility elsewhere in order to meet wider demand or combine facilities.

Whether on or off-site, community facilities required as part of wider development proposals should, in addition to criteria (d) – (g) above:

- k) Be implemented, as appropriate, at an early stage of the phasing of development;
- l) Have a robust business plan and governance arrangements in place, prepared by the applicant, including any funding arrangement, to ensure the facility is financially sustainable in the longer term.

8.6. Open Space Standards in New Development

- 8.6.1. Accessible, good quality open spaces, sport and leisure facilities make a significant contribution to the quality of life of people living in Central Lincolnshire. Such provision includes allotments, amenity greenspaces, children’s play areas, parks, sports pitches and facilities and natural greenspaces.
- 8.6.2. Accessible public open space is vital to the physical and mental health and wellbeing of individuals and communities. However, these spaces have wider benefits. They can contribute to the perception of an area as an attractive place to live, work and visit and provide opportunities to broaden the area’s tourism offer. They can also support biodiversity, providing valuable habitat and links within the existing green infrastructure network, allowing wildlife to migrate and better adapt to our changing climate. Open spaces play a key role in regulating water quality and flood risk management¹⁸, and are key elements to developing successful Sustainable Drainage systems. Planning for open space, sport and leisure is therefore a key part of the wider approach to green infrastructure set out in *Policy S59 Green and Blue Infrastructure Network*.
- 8.6.3. As the population of Central Lincolnshire continues to grow, new residential development will create additional demand and pressure on existing open spaces and facilities. Therefore, new residential developments will be required to include a level of new open space, sport and leisure provision to meet the development’s needs.
- 8.6.4. The Central Lincolnshire Authorities will apply the open space standards set out in Appendix 3 to secure adequate provision of open space and playing pitches with the capacity to meet the additional need and demand arising from new residential development. The standards relate to the quantity, quality and accessibility of each type of open space and have been informed by the Central Lincolnshire Open Space Audit and Assessment Update 2021. The Councils will apply the standards to proposals for residential development of 10 or more dwellings.
- 8.6.5. The Open Space Audit and Assessment identifies those areas within Central Lincolnshire deficient in different types of open space in terms of quantity and accessibility. It also highlighted those areas in Central Lincolnshire in the top 10% in the country for multiple deprivation which were also deficient in natural and semi-natural greenspace. These

¹⁸ Such as through Natural Flood Management schemes which can be used to hold back water from natural watercourses to reduce flooding downstream.

areas will be used by the Councils as a starting point for identifying where on-site open space provision should be prioritised.

- 8.6.6. The preference is always for on-site provision where possible. However, where on-site provision cannot be achieved or where it is considered that the creation and or improvement of off-site open space is more appropriate, a commuted sum may be accepted. In making this judgement, the Council will have regard to the overall size of the development proposal, location and whether the area has sufficient provision of good quality accessible open space.
- 8.6.7. Demand for sport and leisure facilities is expected to rise as the population of Central Lincolnshire increases. These facilities deliver physical activity opportunities which help to address key health issues, including the rising level of children and adults that are considered obese or overweight and the cases of heart related disease which is above the regional average. With an increasing population greater pressure will be placed on sport and leisure facilities in Central Lincolnshire. An assessment of quantity of sports facilities undertaken for each of the Central Lincolnshire authorities highlights a need for additional sports facilities and playing pitches. The Central Lincolnshire authorities will be updating the Playing Pitch and Sports Strategy in partnership with Sport England to assist in the delivery of new and improved sports and playing pitch facilities across the area.
- 8.6.8. The process by which applicants can determine their open space, sport and leisure facility requirements is outlined in Appendix 3 and set out in greater detail in the Central Lincolnshire Developer Contributions SPD. The open space requirements for specific development proposals will be based on the application of the standards, taking into account current average household size, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood plans for the areas in which the development would take place.

Policy S51: Creation of New Open Space, Sports and Leisure Facilities

The Central Lincolnshire Authorities will seek to:

- a) reduce deficiency in publicly accessible open space, sports and leisure facilities;
- b) ensure new development provides an appropriate amount of new open space, sports and leisure facilities to meet need; and
- c) improve the quality of, and access to, existing open spaces, sports and leisure facilities.

Part A New Open Space

In all new residential developments of 10 dwellings or more, development proposals will be required to provide new or enhanced publicly accessible open space, sports and leisure facilities to meet the needs of their occupiers in accordance with this policy, the standards set out in Appendix 3, and in compliance with the latest Central Lincolnshire Developer Contributions SPD (or similar subsequent document).

On-site Provision

The preference is for on-site provision in a suitable location where this is practicable and would be the most effective way of meeting the needs generated by the development.

The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity and type of open space needed in the local area. This should ideally be the subject of discussion and negotiation with the Council at the pre-application stage and where relevant with the input of the parish council.

In accordance with part 6 of Policy S53, new open space, sports and leisure provision created on-site as part of the development should:

- d) be of an appropriate size and quality in accordance with the standards in Appendix 3;
- e) be designed to be safe and accessible to all potential users;
- f) be designed to maximise green infrastructure benefits and functions, and in particular, take opportunities to link into the wider green and blue infrastructure network and deliver a biodiversity net gain (see Policy S59 and S61);
- g) 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;
- h) have a clear funding strategy and appropriate mechanisms secured which will ensure the future satisfactory maintenance and management of the site.

Off-Site Provision

In certain circumstances, as directed by Appendix 3, the criteria set out in the Central Lincolnshire Developer Contributions SPD and subject to legislation, it may be acceptable for a developer to make a financial or in-kind contribution towards open space provision off-site. Such proposals, which should ideally be agreed at pre-application stage, will only be considered if:

- i) the provision of open space on-site is not feasible or suitable due to the nature of the proposed development, by virtue of its size and/or other site specific constraints; and/or
- j) the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

Part B Playing Pitches

To secure the level of playing pitch provision and associated changing room facilities required to meet the scale of additional demand generated from development when considered against the criteria within Appendix 3, contributions sought will be based on an assessment of existing facilities, including the distance to these facilities and their remaining capacity.

The scale of development, informed by Table A3.2 in Appendix 3, and the site specific context will inform whether provision should be based on site or would be more appropriate to deliver through contributions to improvements existing sites or other sites elsewhere.

8.7. Universities and Colleges

- 8.7.1. The important role that the universities and colleges in Lincoln play in the local economy and in raising skills levels is acknowledged and supported. The higher education student population contributes to the social vibrancy of the City and to the local economy. The role and further development of the University of Lincoln, Bishop Grosseteste University and Lincoln College are pivotal. Already an important driver of the local economy, it is important that their growth is supported and appropriately managed in order that they can fulfil their full potential and thereby help the City to grow and prosper.

Policy S52: Universities and Colleges

In principle, development proposals will be supported where they support the ongoing development of higher and further education establishments in Lincoln, provided that these are well integrated with and contribute positively to their surroundings.

University / College related development proposals will be supported in principle if the development would facilitate their continued growth and assist in maximising the economic benefits the Universities / Colleges bring to Central Lincolnshire. Support will be given to deliver more efficient and flexible academic buildings and high-quality urban design on the existing Brayford Pool Campus in accordance with Lincoln University’s adopted masterplan.

In respect of the University Campus at Riseholme, as identified on the Policies Map, proposals for education, teaching and research buildings and other associated uses will be supported in principle (subject to wider planning policies, including detailed policy requirements for the Campus in any Made Neighbourhood Plan for Riseholme).

9. Design and Amenity

9.0. Delivering Good Design

- 9.0.1. 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 and should be at the heart of every development.
- 9.0.2. 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, is adaptable to changing needs, and enables occupiers / users to live more sustainably.
- 9.0.3. 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.
- 9.0.4. Central Lincolnshire is made up of many locally distinctive places including high streets, market squares, industrial estates, urban neighbourhoods, rural villages, historic environments and landscapes, which, in combination with a variety of natural forms and features, contribute to the rich and varied character. The scale of Central Lincolnshire means that villages vary greatly from one another, as do larger settlements due to the differing roles and periods of growth experienced in our settlements. The Central Lincolnshire Local Plan is a strategic document and so is not the appropriate mechanism to undertake a detailed assessment of the character and heritage of every settlement, instead the Local Plan should provide a framework for applicants, decision makers and communities to undertake such assessments and deliver the right responses for the local context.
- 9.0.5. 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, without harming the amenity experienced by neighbours.
- 9.0.6. The Government promotes good design through the publication of its National Design Guide and National Model Design Code in January 2021 which are aimed at ensuring that the requirement for good design is embedded in planning policy and ultimately is delivered through the development being built and the places being created. The National Design Guide sets out the characteristics of well-designed places under ten themes:
- Context
 - Identity
 - Built form
 - Movement
 - Nature
 - Public spaces
 - Uses
 - Homes and buildings
 - Resources
 - Lifespan
- 9.0.7. Policy S53 provides a clear set of standards and considerations under these ten themes that need to be deliberated when designing and making decisions on all schemes across Central Lincolnshire and it provides a framework for the development of local design guides or codes by communities, parish councils, applicants or individual District Councils in the future.

- 9.0.8. Good design is not only about the way a building looks, but it is also about the way a place functions, how it makes users feel, how it lasts and how it adapts. Policy S53 pulls together design specific requirements for all schemes but other policies throughout this plan, including, but not limited to, Policy S6, (Design Principles for Efficient Buildings) S7 and S8 (Reducing Energy Consumption), S20 (Resilient and Adaptable Buildings), Policy S54 (Health and Wellbeing) and Policy S57 (The Historic Environment) also set out requirements which are intrinsically linked to good design.
- 9.0.9. Developers will be expected to demonstrate how their proposal is good design, telling the story behind the scheme and explaining how the policy matters below have been addressed within their development proposals in supporting evidence such as in the Design and Access Statement submitted with their planning application. Development should be bespoke and respond positively to and be informed by local context and vernacular but without stifling innovation and new technologies which sympathetically complement or contrast with the local architectural style. ‘Standard’ house types or the repetition of layouts, development densities, and the use of construction materials mimicking schemes elsewhere (whether within or outside Central Lincolnshire) will seldom be acceptable.
- 9.0.10. To provide assessment and support to ensure high standards of design are achieved, the Central Lincolnshire authorities may use the design review services offered by Design:Midlands, the regional Design Review Panel as necessary, and, when appropriate, refer major projects for national design review by the Design Council.

Policy S53: 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.

Good design will be at the centre of every development proposal and this will be required to be demonstrated through evidence supporting planning applications to a degree proportionate to the proposal. Design Codes may be produced for parts of Central Lincolnshire or in support of specific developments. The approach taken in these Design Codes should be informed by the National Model Design Code and where these codes have been adopted, developments will be expected to adhere to the Code.

Proposals for new buildings should incorporate the Design Principles for Efficient Buildings in Policy S6 at the centre of design.

All development proposals will be assessed against, and will be expected to meet the following relevant design and amenity criteria. All development proposals will:

1. Context

- a) Be based on a sound understanding of the context, integrating into the surroundings and responding to local history, culture and heritage;
- b) Relate well to the site, its local and wider context and existing characteristics including the retention of existing natural and historic features wherever possible and including appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area;
- c) Protect any important local views into, out of or through the site;

2. Identity

- a) Contribute positively to the sense of place, reflecting and enhancing existing character and distinctiveness;
- b) 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;
- c) Use appropriate, high quality materials which reinforce or enhance local distinctiveness;
- d) Not result in the visual or physical coalescence with any neighbouring settlement nor ribbon development;

3. Built Form

- a) Make effective and efficient use of land that contribute to the achievement of compact, walkable neighbourhoods;
- b) Be appropriate for its context and its future use in terms of its building types, street layout, development block type and size, siting, height, scale, massing, form, rhythm, plot widths, gaps between buildings, and the ratio of developed to undeveloped space both within a plot and within a scheme;
- c) Achieve a density not only appropriate for its context but also taking into account its accessibility;
- d) Have a layout and form that delivers efficient and adaptable homes in accordance with Policy S6 and Policy S20.

4. Movement

- a) Form part of a well-designed and connected travel network with consideration for all modes of transport offering genuine choices for non-car travel and prioritising active travel and where relevant demonstrate this through evidence clearly showing connectivity for all modes and a hierarchy of routes (also see Policy S47 and Policy S48);
- b) Maximise pedestrian and cycle permeability and avoid barriers to movement through careful consideration of street layouts and access routes both within the site and in the wider context contributing to the delivery of walkable and cyclable neighbourhoods in accordance with Policy S48;
- c) Ensure areas are accessible, safe and legible for all including people with physical accessibility difficulties;
- d) Deliver well-considered parking, including suitable electric vehicle charging points, with appropriate landscaping provided in accordance with the parking standards set out in Policy NS18 and Policy S49;
- e) Deliver suitable access solutions for servicing and utilities;

5. Nature

- a) Incorporate and retain as far as possible existing natural features including hedgerows, trees, and waterbodies particularly where these features offer a valuable habitat to support biodiversity, aligned with policies in the Natural Environment chapter of the Local Plan;
- b) Incorporate appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area, maximising opportunities to deliver diverse ecosystems and biodiverse habitats, strengthening wildlife corridors and green infrastructure networks, and helping to achieve wider goals for biodiversity net gain, climate change mitigation and adaptation and water management;

6. Public Spaces

- a) Ensure public spaces are accessible to all, are safe and secure and will be easy to maintain with clear definition of public and private spaces;
- b) Form part of a hierarchy of spaces where relevant to offer a range of spaces available for the community and to support a variety of activities and encourage social interaction;
- c) Be carefully planned and integrated into the wider community to ensure spaces feel safe and are safe through natural surveillance, being flanked by active uses and by promoting activity within the space;
- d) Maximise opportunities for delivering additional trees and biodiversity gains through the creation of new habitats and the strengthening or extending wildlife corridors and the green infrastructure network in accordance with policies in the Natural Environment chapter;

7. Uses

- a) Create or contribute to a variety of complementary uses that meet the needs of the community;
- b) Be compatible with neighbouring land uses and not result in likely conflict with existing uses unless it can be satisfactorily demonstrated that both the ongoing use of the neighbouring site will not be compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site;
- c) Not result in adverse noise and vibration taking into account surrounding uses nor result in adverse impacts upon air quality from odour, fumes, smoke, dust and other sources;

8. Homes and Buildings

- a) Provide homes with good quality internal environments with adequate space for users and good access to private, shared or public spaces;
- b) Be adaptable and resilient to climate change and be compatible with achieving a net zero carbon Central Lincolnshire as required by Policies S6, S7 and S8;
- c) Be capable of adapting to changing needs of future occupants and be cost effective to run by achieving the standards set out in Policy S20;
- d) Not result in harm to people's amenity either within the proposed development or neighbouring it through overlooking, overshadowing, loss of light or increase in artificial light or glare;
- e) Provide adequate storage, waste, servicing and utilities for the use proposed;

9. Resources

- a) Minimise the need for resources both in construction and operation of buildings and be easily adaptable to avoid unnecessary waste in accordance with Policies S10 and S11;
- b) Use high quality materials which are not only suitable for the context but that are durable and resilient to impacts of climate change in accordance with the requirements of Policy S20;

10. Lifespan

- a) Use high quality materials which are durable and ensure buildings and spaces are adaptive; and
- b) Encourage the creation of a sense of ownership for users and the wider community with a clear strategy for ongoing management and stewardship.

Development proposals will be expected to satisfy requirements of any adopted local design guide or design code where relevant to the proposal.

9.1. Health and Wellbeing

- 9.1.1. The vital role of planning in creating and supporting strong, vibrant and healthy communities, in terms of physical and mental health, is well recognised and is a key element in delivering sustainable development.
- 9.1.2. Central Lincolnshire’s health priorities and issues are set out in the latest Joint Health and Well Being Strategy for Lincolnshire; Joint Strategic Needs Assessment; and Public Health England Local Authority Health Profiles for Lincoln, North Kesteven and West Lindsey. The most significant issues include mental health and emotional wellbeing of children and young people, unpaid carers, obesity levels, adult mental health, dementia, increasing physical activity levels and the link between housing and health.
- 9.1.3. In addressing these priorities and issues, it is essential that community needs are supported through appropriate physical and social infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents.
- 9.1.4. Active Design, developed by Sport England and supported by Public Health England, provides a set of principles that promote activity, health and stronger communities through the way we design buildings, streets, neighbourhoods, towns and cities. The Active Design guidance¹⁹, which provides further details for each of the principles along with a set of case studies, can be found on Sport England’s website. Developers may find it helpful to consider the guidance as the principles are cross cutting across other policy areas within this Local Plan.
- 9.1.5. Helping communities’ experience a high quality of life is a key theme that cuts across many policies in this Local Plan.
- 9.1.6. The impacts of proposed development on health should be assessed and considered by the applicant at the earliest stage of the design process, to avoid negative health impacts and ensure positive health outcomes for the community as a whole. This includes developers consulting with health care commissioners at an early stage to identify the need for new or enhanced health care infrastructure. Guidance on preparing Health Impact Assessments is published on the Central Lincolnshire website.

Policy S54: Health and Wellbeing

The potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

The Central Lincolnshire authorities will expect development proposals to promote, support and enhance physical and mental health and wellbeing, and thus contribute to reducing health inequalities. This will be achieved by:

- a) Seeking, in line with the Central Lincolnshire Developer Contributions SPD, developer contributions towards new or enhanced health facilities from developers where

¹⁹ Available at <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

development results in a shortfall or worsening of provision, as informed by the outcome of consultation with health care commissioners;

- b) In the case of development of 150 dwellings or more, or 5ha or more for other development, developers submitting a fit for purpose Health Impact Assessment (HIA) as part of the application or master planning stage where applicable, and demonstrating how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development;
- c) Development schemes safeguarding and, where appropriate, creating or enhancing the role of allotments, orchards, gardens and food markets in providing access to healthy, fresh and locally produced food; and
- d) Ensuring quality green infrastructure provides adequate access to nature for its benefits to mental and physical health and wellbeing and potential to overcome health inequalities.

Proposals for new health care facilities

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

9.2. Advertisements

- 9.2.1. The display of advertisements is subject to a separate consent within the planning system under the Advertisement Regulations²⁰. 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.

Policy NS55: Advertisements

All proposals for the display of advertisements must comply with relevant national regulations and guidance. Where advertisement consent is required, such consent will be permitted if the proposal respects the interests of public safety and amenity, subject to the following criteria:

- a) The design (including any associated lighting and illumination), materials, size and location of the advertisement respects the scale and character of the building on which it is situated and the surrounding area, especially in the case of a listed building or within a conservation area; and
- b) The proposal would not result in a cluttered street scene, excessive signage, or a proliferation of signs advertising a single site or enterprise; and
- c) The proposal would not cause a hazard to pedestrians or road users; and
- d) The proposal would not impede on any surveillance equipment and would contribute positively to public perceptions of security.

²⁰ Town and Country Planning (Control of Advertisements) (England) Regulations 2007 as amended.

9.3. Contaminated Land

- 9.3.1. Contamination in or on land can present risks to human health and the wider environment. Contamination can originate from polluting industrial processes, landfill, some agricultural activities or naturally occurring sources (e.g. radon gas from underlying rock).
- 9.3.2. Where pollution issues or risks from landfill gas are likely to arise or where land contamination may be reasonably suspected, developers should hold pre-application discussions with the appropriate Central Lincolnshire Authority, the relevant pollution control authority and any stakeholders with a legitimate interest.
- 9.3.3. All investigations and remediation should be carried out in accordance with 'Land Contamination Risk Management' (LCRM) which was published by Government in October 2020, or any subsequent updated advice.

Policy S56: Development on Land Affected by Contamination

Development proposals must take into account the potential environmental impacts on people, biodiversity, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.

Where development is proposed on a site which is known to be or has the potential to be affected by contamination, a preliminary risk assessment should be undertaken by the developer and submitted to the relevant Central Lincolnshire Authority as the first stage in assessing the risk of contamination.

Proposals will only be permitted if:

- it can be demonstrated that the site is suitable for its proposed use;
- layout and drainage have taken adequate account of ground conditions, contamination and gas risks arising from previous uses and any proposed sustainable land remediation and
- there are no significant impacts on future users, neighbouring users, groundwater or surface water.

10. Built Environment

10.0. Historic Environment

- 10.0.1. 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, more than 70 conservation areas, almost 200 scheduled ancient monuments, 13 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.
- 10.0.2. 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 Fens, 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.
- 10.0.3. Central Lincolnshire’s heritage assets²¹ and their settings, 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.
- 10.0.4. 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 heritage assets;
 - 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.
- 10.0.5. Our positive strategy for the historic environment will be achieved through the implementation of Policy S57 and through:
- the preparation and maintenance of a local list of buildings, structures and other heritage assets of local importance, including those identified in local plans, the Lincolnshire Historic Environment Record (HER) and as part of the decision-making process on planning applications;
 - 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, the

²¹ Refer to the National Planning Policy Framework (2021) for definition of ‘heritage assets’ and ‘non-designated heritage assets’.

Lincolnshire Heritage at Risk Register and Grade II listed buildings at risk as identified by the local planning authority;

- encouraging the sympathetic maintenance and restoration of listed buildings, scheduled monuments (both structural and archaeological), historic shop fronts and historic parks, gardens and landscapes, based on thorough historical research and using traditional materials and techniques;
- 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, including the historic evolution of those settlements as identified through local heritage strategies and studies;
- the preparation of conservation area appraisals and neighbourhood plans which identify non-designated heritage assets.

Scheduled Monuments

- 10.0.6. Scheduled Monuments are of national importance. Application for Scheduled Monument Consent (SMC) must be made to the Secretary of State for Digital, Culture, Media and Sport before any work can be carried out which may affect a monument, either above or below ground level.

Listed Buildings and their setting

- 10.0.7. 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.
- 10.0.8. Proposals to alter or extend any Listed Building will be assessed against the need to conserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the conservation of Listed Buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.
- 10.0.9. 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.

Conservation Areas and their setting

- 10.0.10. 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 conserve or enhance the special character or appearance of the designated area and its setting. It is also important that the spaces around and within the conservation area are retained, where they add to its character.
- 10.0.11. Development within Conservation Areas and their setting must respect the local character through careful design and 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.

- 10.0.12. 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.
- 10.0.13. Conservation Areas are reviewed from time to time to provide more detailed information about the designated area. Conservation area appraisals and management plans have been prepared for many of the Conservation Areas and may be reviewed and updated as appropriate.

Registered Historic Parks and Gardens and their setting

- 10.0.14. Historic parks and gardens are an important historic, cultural and environmental asset within Central Lincolnshire. This plan aims to protect them from development that would harm their character. Historic England is responsible for compiling and maintaining the 'Register of Parks and Gardens of Special Historic Interest in England'. Registration of a site means that its significance must be taken into account when considering any proposed development that may affect the site or its setting.

Non-Designated Heritage Assets and their setting

- 10.0.15. Non-designated heritage assets cover a wide range of asset types, such as buildings and structures, but may also include parks, gardens, cemeteries, landscapes or known archaeological monuments or sites. They are not formally designated, but are identified locally as having a degree of significance because of their heritage, architectural or artistic interest. The Lincolnshire HER, the Local Heritage Listing campaign, conservation area appraisals and neighbourhood plans are important sources of information regarding non-designated heritage assets in Central Lincolnshire.

Archaeology

- 10.0.16. 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 wherever possible, or recorded.
- 10.0.17. 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 and the Lincoln Archaeological Research Assessment. These and other sources, such as Lincoln's online heritage information management system, ARCADE, the Lincolnshire Archives, The Lincolnshire Archaeological Handbook, the Lincolnshire Historic Landscape Characterisation, Conservation Area Appraisals, Local Lists and the Lincolnshire Extensive Urban Survey should be used to inform all proposals and decisions.²²

²² Information about Heritage Assets within Central Lincolnshire is available at the websites and archives hosted by a number of organisations. The Evidence Report for Policy S57 includes web links to all of the current sources of information.

Policy S57: 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 and provide 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, including its setting; and
- c) provide a clear justification for the works, especially if these would harm the significance of the asset, including its setting, so that the harm can be weighed against public benefits.

Development proposals will be supported where they:

- d) protect the significance of heritage assets (including where relevant their setting) by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, architectural detailing, 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.

Proposals to alter or to change the use of a heritage asset, will be supported provided:

- g) the proposed use is compatible with the significance of the heritage asset, including its fabric, character, appearance, setting and, for listed buildings, interior; and
- 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 harmed to facilitate the change of use.

Development proposals that will result in substantial harm to, or the total loss of, a designated heritage asset will only be granted permission where it is necessary to achieve substantial public benefits that outweigh the harm or loss, and the following criteria can be satisfied:

- j) the nature of the heritage asset prevents all reasonable uses of the site; and
- k) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- l) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- m) the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal would result in less than substantial harm to a designated heritage asset, permission will only be granted where the public benefits, including, where appropriate, securing its optimum viable use, outweigh the harm.

Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention, though regard will be had to the scale of any harm or loss

and the significance of the heritage asset. Any special features which contribute to an asset's significance should be retained and reinstated, where possible.

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 conservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.

Development proposals that affect the setting of a Listed Building will, in principle, be supported where they make a positive contribution to, or better reveal the significance of the Listed Building.

Conservation Areas

Significant weight will be given to the protection and enhancement of Conservation Areas.

Development within, affecting the setting of, or affecting views into or out of, a Conservation Area should conserve, or where appropriate enhance, features that contribute positively to the area's special character, appearance and setting, including as identified in any adopted Conservation Area appraisal. Proposals should:

- n) retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces and architectural details that contribute to the character and appearance of the area;
- o) where relevant and practical, remove features which have a negative impact on the character and appearance of the Conservation Area;
- p) retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment;
- q) assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape; and
- r) aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

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.

10.1. Protecting Setting, Character and Views

- 10.1.1. The character and setting of settlements are made up of a variety of individual elements which combine together to create a distinctive place. This can include key views; street patterns; townscapes; roofscapes; how the settlement has evolved and what triggered key changes and when; design, materials, orientation and uses of buildings; and the presence of and relationship to green and blue spaces.
- 10.1.2. General design requirements for maintaining character can be found in Policy S53, this section deals with some key characteristics which are present in the three main urban locations – Lincoln, Gainsborough and Sleaford – and which need to be considered and addressed in development proposals in these locations.

Lincoln Area

- 10.1.3. Lincoln Cathedral is one of the most important medieval buildings in Europe and its prominent, visually dominating position on the edge of the Witham Gap along the Lincoln Cliff makes it one of the country's finest sights. Lincoln's natural and historic environment and the relationship between the City and surrounding villages is a key element to the visitor economy and the Cathedral towering over the city is an important symbol for the area.
- 10.1.4. Lincoln's special character arises in large part from its unique setting, with important views in and out of the City, principally to and from the Lincoln Ridge, which supports spectacular views of the cathedral, castle and uphill Lincoln. This character has evolved in part from the alignment of roman roads, location and nature of common land and physical restrictions of flood risk and ground conditions. Potential impacts can include views being blocked by development, poor design and insensitive positioning. Views across and along open spaces are closely linked to the Green Wedges around the City and will be an important consideration particularly for development around the edge of Lincoln where there is currently a clear separation between the City and its satellite villages which retain their character as individual settlements. Green Wedges have been retained within this Local Plan as a key planning tool for shaping the growth and expansion of Lincoln and its relationship to the surrounding countryside and villages.
- 10.1.5. Green Wedges are one part of a wider network of multi-functional open spaces or Green Infrastructure which serve the Lincoln area, as identified by the Central Lincolnshire Green Infrastructure Study 2011. Substantial linear open spaces are protected, safeguarding views of the Lincoln Edge and the historic City, providing land for formal and casual recreation as well as maintaining linkages between sites of known nature conservation interest through a network of Strategic Green Corridors, Strategic Green Access Links, Lincoln Urban Green Grid and Local Green Links.
- 10.1.6. The Brayford Pool and the waterways around Lincoln have been an important feature of the City for centuries. In recent years the Brayford Pool has grown in importance as the focus for boating and boating activities, with direct waterway connections to the River Trent to the west and to the sea at Boston. The Brayford Pool and the banks of Lincoln's waterways have also recently provided the focus for cultural, leisure and educational development. The revival of the area is to be welcomed, but unchecked over-development spilling out from the banks into the Pool and waterways is in danger of causing them to lose their essential open character. It is therefore proposed to protect the openness of the Pool and waterways as valuable public, ecological and townscape assets for the City.

- 10.1.7. The strategy for Lincoln recognises that a high quality public environment can have a significant impact on the economic life of urban centres and is an essential part of any regeneration strategy, such as improvements to former churchyards and new and existing squares.
- 10.1.8. Lincoln and its surrounding area has a particularly rich and diverse natural and built environment including a varied landscape at the meeting point of five National Character Areas; a rich and varied biodiversity reflecting the range of geological and ecological conditions that form one of Central Lincolnshire's biodiversity 'hotspots'; a rich townscape with a large number of listed buildings and conservation areas and archaeology of international significance. It is crucial that this heritage is conserved as part of the growth of Lincoln and that development helps to protect and enhance these environmental assets. The Lincoln Townscape Assessment (now incorporated into the City of Lincoln's online heritage management system – ARCADE) describes the local context for defining distinctiveness and as a means of assessing the impact of proposals on Lincoln's setting and character.

Gainsborough Area

- 10.1.9. Gainsborough is located on the eastern banks of the River Trent, extending its urban area eastwards into an undulating and often wooded landscape. Gainsborough's historic core is protected by three conservation areas, namely the Britannia Works Conservation Area, Riverside Conservation Area and Gainsborough Town Conservation Area.
- 10.1.10. Gainsborough benefits from a number of buildings of architectural and historical merit. Historic street patterns and passageways can still be identified within the traditional town centre area, connecting the existing town to its vibrant past. Parts of the riverside, from Chapel Staithe to the Old Hall have unique significance to the town's medieval heritage, with mill and warehouse buildings a reminder of Gainsborough's later role as an important inland trading port. Integrating these assets into regeneration proposals is vital to ensure that the town's rich history is conserved and enhanced, and forms a prominent part of the development proposals that will cement Gainsborough's future.
- 10.1.11. The town centre also has a number of special assets and visitor attractions, including the Gainsborough Old Hall, the Trinity Arts Centre, The Old Nick Theatre, Gainsborough Model Railway as well as various art and music venues. These assets lie within the four key areas that make up the town centre: Market Place; Marshall's Yard; Church Street; and Trinity Street. However, these places and assets, as well as the major asset of the River Trent, are poorly connected and their settings are undervalued.
- 10.1.12. The growth of Gainsborough over the next 20 years will bring opportunities to improve the quality of the townscape by revitalising the urban fabric, reducing the number of heritage assets on the Lincolnshire Heritage at Risk Register and making the best use of key landmarks, social and heritage assets. At the same time, there will be a need to protect the town's wider setting in the landscape.

Sleaford Area

- 10.1.13. Sleaford's historic centre and land alongside the River Slea are covered by a Conservation Area. The town centre has a number of heritage and townscape assets and visitor attractions, particularly on Northgate and in and around the Market Place, which help to create a sense of place and a special identity. However in some cases, these are

hidden and difficult to access, including the River Slea, Money’s Mill, Castle Field and The Hub (The National Centre for Craft and Design). In others, their settings are undervalued. The growth of Sleaford over the next 20 years will bring opportunities to improve the quality of the townscape by revitalising the urban fabric including through funding interventions through the Heritage Grant Scheme and the Sleaford Partnership Scheme in Conservation Areas, reducing the number of heritage assets on the Lincolnshire Heritage at Risk Register and making the best use of key landmarks, social and heritage assets.

- 10.1.14. The Sleaford Masterplan identified that there was a need to focus on public realm improvements within Sleaford to create better links for pedestrians and improved settings for key attractions and heritage assets. The Masterplan concluded that the main areas that could benefit from improved public realm are: Southgate, Eastgate, Boston Road, Carre Street, Bristol Arcade, Nags Head Passage and the link to the National Centre for Craft and Design.
- 10.1.15. There are a number of key local views of Sleaford, both within and outside of the town, that have been identified in the Sleaford Masterplan and adopted Sleaford Conservation Appraisal. Perhaps one of the most dominant views in the Sleaford area is of the Bass Maltings complex just off Mareham Lane, which includes the largest group of malt houses in England. The site is listed as Grade II* on Historic England’s National Heritage List for England and Heritage at Risk Register. Any development should not detrimentally affect important local views.
- 10.1.16. The Central Lincolnshire Green Infrastructure Study identifies a deficiency in natural green space sites in the Sleaford area, particularly to the east and west of the town. The Sleaford Masterplan proposes an East West Leisure Link running east to west along the River Slea through the town centre and connecting the urban area to the countryside and surrounding villages. This provides a range of opportunities to improve the Green Infrastructure network, leisure and tourism offer, including improved pedestrian and cycle movement and access, and habitat creation. Lincolnshire Rivers Trust have produced an Urban Opportunities Study of the water environment in Sleaford. The study identifies opportunities to enhance the habitat along the River Slea and its tributaries in and around Sleaford.

Policy S58: Protecting Lincoln, Gainsborough and Sleaford’s Setting and Character

All development proposals should contribute to the realisation of the following key principles:

Lincoln

- a) Protect the dominance and approach views of Lincoln Cathedral, Lincoln Castle and uphill Lincoln on the skyline;
- b) Protect Lincoln’s distinct built heritage and townscape character as set out in the Lincoln Townscape Character Assessment;
- c) Respect Lincoln’s unique character and setting and relationship with surrounding villages by maintaining and enhancing a strategic green infrastructure network around and into the City, including Green Wedges (see Policy S63) to protect the City’s green character and to maintain the setting and integrity of surrounding villages;
- d) Proposals within, adjoining or affecting the setting of the 11 Conservation Areas and 3 historic parks and gardens within the built up area of Lincoln, should preserve and enhance their special character, setting, appearance and respect their special historic and architectural context;

- e) Support the development of art, cultural and leisure assets and facilities, such as the Collection, the Theatre Royal, the Engine Shed, Arboretum and Whisby Nature Park, and improve access to such assets and facilities; and
- f) Do not detract from the open character of Lincoln's Brayford Pool and waterways, protecting and enhancing them as a major focal points in and through the City.

Gainsborough

- g) Take into account the Gainsborough Town Centre Conservation Area Appraisal and Gainsborough Town Centre Heritage Masterplan;
- h) Protect and enhance the landscape character and setting of Gainsborough and the surrounding villages by ensuring key gateways are landscaped to enhance the setting of the town, minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages.

Sleaford

- i) Take into account the Sleaford Masterplan, Sleaford Town Centre Conservation Area Appraisal, Sleaford Town Centre Regeneration SPD and any subsequent guidance;
- j) Protect, conserve and, where appropriate, enhance the Castle Site, Market Place, the Bass Maltings, Money's Mill and Yard, Handley Monument and Northgate, through sensitive development and environmental improvement;
- k) Protect important local views of Sleaford, including the Bass Maltings complex and its setting, from both within and outside the town;
- l) Support the development of art, cultural and leisure assets and facilities within or close to the town centre, and improve access to such assets and facilities, such as The Hub (the National Centre for Craft and Design);
- m) Protect and enhance the River Slea Navigation Corridor as a major focal point for the town, optimising its use and value for recreation, tourism and biodiversity, and taking into account the opportunities identified in the Sleaford Urban Opportunities Study;
- n) Support the development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Green Infrastructure Study and take opportunities to deliver improvements to the wider Green Infrastructure network.

11. Natural Environment

11.0. Green and Blue Infrastructure

11.0.1. Green and blue infrastructure can be defined as a strategically planned and delivered network of multi-functional, green and blue (water) spaces and other natural features, and the connections between them, in both urban and rural areas, which is capable of delivering a range of environmental, economic, health and quality of life benefits for local communities. The green infrastructure network may comprise of spaces in public or private ownership, with or without public access.

11.0.2. The types of green and blue infrastructure assets to be found in Central Lincolnshire are wide ranging and include, but are not limited to:

- Allotments, community gardens and orchards;
- Amenity greenspaces - including play areas, urban commons, communal spaces within housing areas, and village greens;
- Cemeteries, churchyards and disused burial grounds;
- Green corridors – including rivers and canals, main drains, rail corridors, hedgerows, ditches, cycle routes, pedestrian paths and rights of way;
- Golf courses;
- Natural and semi-natural greenspaces – including woodland, scrub, grassland, wetlands, open water, bare rock habitats, existing sites of national and local biodiversity importance;
- Parks and gardens – including urban parks and gardens and country parks;
- Domestic gardens and street trees;
- Green roofs and walls;
- Functional green space, such as SuDS and flood storage areas;
- Historic environmental assets – including listed buildings, conservation areas, scheduled monuments and historic parks and gardens;
- Predominantly undeveloped natural floodplains and fens; and
- Previously developed land that is wildlife rich, such as restored mineral sites and open mosaic habitats.

11.0.3. Well planned, designed and managed green infrastructure has the potential to deliver a wide range of direct and indirect benefits for people and the environment, including:

- opportunities to mitigate and adapt the natural and built environment to climate change;
- improving air and water quality;
- reducing and managing flood risk and drought;
- improving quality of place;
- supporting people's physical and mental health and social wellbeing;
- encouraging active and more sustainable travel;
- sustaining economic growth, attracting investment, promoting employment and skills improvement;
- protecting and enhancing existing habitats and providing opportunities to create a more joined-up and resilient ecological network;
- providing opportunities for local, sustainable food production; and
- conserving and enhancing landscape character, local distinctiveness and the setting of heritage assets.

- 11.0.4. Benefits to people provided by nature have been termed 'ecosystem services'. The extent to which green infrastructure provides these benefits depends on how it is designed and maintained. Individual elements of the green infrastructure network can serve a useful purpose without being connected. However, connectivity between different green infrastructure assets can help maximise the benefits that they generate and reduces fragmentation and severance. For example, well-connected green infrastructure assets create a network that allows and encourages movement by people and wildlife, helping to maximise the benefits and support adaptation and resilient to a changing climate, such as potentially dramatic increases in rainfall.
- 11.0.5. The overarching aim is to establish a comprehensive, high quality network of green infrastructure throughout Central Lincolnshire. In 2011, a partnership of local organisations produced the Central Lincolnshire Green Infrastructure Study, which sets out a green infrastructure network and strategy for Central Lincolnshire. The strategy defines specific priority areas where targeting investment in green infrastructure is most likely to deliver multiple benefits. Detailed descriptions of each of the priority areas are contained within the Study and are summarised below.

Central Lincolnshire Green and Blue Infrastructure Network Priority Areas

Priority Area	Explanation
Strategic Green Corridors	7 priority landscape-scale areas for strategic GI enhancement, linkage and creation
Strategic Green Access Links	16 priority routes within and connecting the Strategic Green Corridors intended to provide for multi-user, predominantly off road access routes for pedestrians and cyclists. Also offer opportunities as wildlife corridors.
Urban Green Grids	3 priority areas with key opportunities for greening the built environment for Lincoln, Gainsborough and Sleaford.
Green Infrastructure Zones	30 areas with opportunities for targeted green infrastructure improvements in the wider countryside.

- 11.0.6. The Gainsborough Open Space and Green Infrastructure Strategy (LUC, 2019) describes the current green infrastructure provision across Gainsborough, sets out a vision and core principles that all green infrastructure should follow, and identifies potential projects to deliver improved existing and provide new high quality, multi-functional green spaces and environmental features for Gainsborough. In June 2021, green infrastructure profiles were published for Lincoln and Sleaford, identifying green infrastructure assets within and adjacent to each urban area and opportunities to enhance, link and extend the green infrastructure network.
- 11.0.7. In 2019, the Greater Lincolnshire Nature Partnership (GLNP) produced a baseline GI Map for Central Lincolnshire. This highlights areas of existing priority habitats, designated sites and other areas of green or blue space and updates the baseline GI maps in the 2011 GI Study.
- 11.0.8. The Central Lincolnshire green infrastructure network can be viewed on the Central Lincolnshire Interactive Map and within Green Infrastructure Strategies and Green Infrastructure Profile and Opportunity Plans for Lincoln, Gainsborough and Sleaford, available on the Central Lincolnshire website.

- 11.0.9. Green infrastructure is integral to place-making, significantly contributing towards places where people want to live, work and invest. As Central Lincolnshire continues to grow and develop, the green infrastructure network is likely to come under increasing pressure from new development, particularly within and around the main urban settlements. However, development brings opportunities to enhance the network and deliver new green infrastructure of all types and sizes.
- 11.0.10. New development should contribute to the extension of the green infrastructure network, helping to address deficiencies in provision and providing good quality connections to the network and throughout the development. Developer contributions will be sought proportionate to the scale of the proposed development to provide, or contribute towards, the cost of providing new or improved existing green infrastructure, where this is required as a consequence of the development, on its own, or as a result of the cumulative impact of a development in the area.
- 11.0.11. Green infrastructure principles should be considered and incorporated into a scheme from the earliest stages of the design process, at every scale (from a single building to a new settlement), and be capable of delivering a wide range of environmental, health and quality of life benefits for local communities. Developers should appraise the site context for green infrastructure functions and take opportunities to achieve multi-functionality by bringing green infrastructure functions together. Natural England’s Green Infrastructure Framework provides a useful guide for considering green infrastructure.
- 11.0.12. In developing proposals, the green infrastructure network for Central Lincolnshire should be viewed and considered alongside other relevant policies in this Local Plan to identify opportunities for protecting, enhancing and connecting green infrastructure assets as part of new development.

Policy S59: Green and Blue Infrastructure Network

The Central Lincolnshire Authorities will safeguard green and blue infrastructure in Central Lincolnshire from inappropriate development and work actively with partners to maintain and improve the quantity, quality, accessibility and management of the green infrastructure network.

Proposals that cause loss or harm to the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.

Development proposals should ensure that existing and new green and blue infrastructure is considered and integrated into the scheme design from the outset. Where new green infrastructure is proposed, the design and layout should take opportunities to:

- a) incorporate a range of types and sizes of green and blue spaces, green routes and environmental features that are appropriate to the development and the wider green and blue infrastructure network to maximise the delivery of multi-functionality;
- b) deliver biodiversity net gain and support ecosystem services;
- c) respond to landscape/townscape and historic character;
- d) support climate change adaptation and resilience including through use of appropriate habitats and species; and
- e) encourage healthy and active lifestyles.

Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.

Development will be expected to make a contribution proportionate to their scale towards the establishment, enhancement and on-going management of green and/or blue infrastructure by contributing to the development of the strategic green infrastructure network within Central Lincolnshire, in accordance with the Developer Contributions SPD.

11.1. Biodiversity and Geodiversity

- 11.1.1. The abundance and distribution of the UK's species has declined rapidly since the 1970's²³. There is now an urgent need to reverse the net loss of biodiversity, as this trend is not just a significant problem for wildlife. It has serious implications for the physical environment (air, soil, water) the ability of the natural environment to provide natural resources (such as food and construction materials), our ability to respond to the climate emergency and for our physical and mental health and well-being. Indeed, Lincolnshire Environmental Records Centre data highlights that over 900 species of wildlife previously recorded in Lincolnshire have not been recorded since 1960. This potentially indicates significant losses.
- 11.1.2. The Environment Act received royal assent on 9 November 2021 and includes a new target to reverse the decline of species abundance in England by 2030.
- 11.1.3. The Central Lincolnshire authorities have a duty to protect and enhance biodiversity. They will work collaboratively and across administrative boundaries with other Local Planning Authorities, public bodies and local stakeholders, in order to support the delivery of strategic ambitions and priorities for nature, such as those set out in the Local Nature Recovery Strategy.
- 11.1.4. Central Lincolnshire has many areas which are noted for their natural beauty and biodiversity value. These areas also support a wide variety of species and habitats, and form an important part of the network of biodiversity sites within the wider environment. Wildlife sites and habitats that are, as at 2020, recognised as being of national, regional and local importance within or partly within Central Lincolnshire include: Bardney Limewoods National Nature Reserve (NNR), over 20 Sites of Special Scientific Interest (SSSI), 383 Local Wildlife Sites (LWS), 17 Local Geological Sites (LGS), and 7 Local Nature Reserves (LNR). These sites support important natural assets, such as ancient woodland, heathland, acid grassland and wetland.
- Designated Sites**
- 11.1.5. Designated sites for nature conservation importance are classified into a hierarchy according to their status and the level of protection they should be afforded. International sites form the top tier of the hierarchy with the highest level of protection, followed by national and then locally designated sites. This policy seeks to ensure that appropriate weight is given to their importance and the contribution that they make to the wider ecological network. The table below sets out the hierarchy of designated sites that can be

²³ NBN (2019) State of Nature 2019

found in Central Lincolnshire, and National and Local sites are shown on the Interactive Policies Map.

Hierarchy of Protected Designated Sites in Central Lincolnshire

International Sites	None within Central Lincolnshire
National Sites	Sites of Special Scientific Interest (SSSI) National Nature Reserves (NNR)
Local Sites	Local Nature Reserves (LNR) Local Wildlife Sites (LWS) Local Geological Sites (LGS)

- 11.1.6. Although there are no international sites within Central Lincolnshire, there are 5 European sites within 15km of its boundary: Humber Estuary SAC, Humber Estuary SPA/Ramsar, Thorne Moor SAC, Hatfield Moor SAC and Thorne and Hatfield Moors SPA. These internationally important sites are protected by the Habitats Regulations.
- 11.1.7. Nationally designated sites are of national importance for biodiversity or geodiversity and are designated under UK legislation. Development that is likely to have an adverse effect on such sites, alone or in combination with other developments, will only be supported in exceptional circumstances, in accordance with the NPPF.
- 11.1.8. Locally designated sites are non-statutory, but none the less are valuable components of the local ecological network, make an important contribution to nature’s recovery, and provide benefits for both people and wildlife. On-going surveys can reveal new areas that warrant such protection. Policy S60 will be applied to any new sites or extensions to existing sites following the adoption of this Local Plan.
- 11.1.9. Irreplaceable habitats are defined in the NPPF glossary. Examples present in Central Lincolnshire include ancient woodland, ancient and veteran trees, ancient grassland and heathland. Their significance is derived from age, uniqueness, species diversity or rarity. Development resulting in the loss or deterioration of irreplaceable habitats will be refused, unless there are wholly exceptional reasons²⁴ and a suitable compensation strategy exists.

Biodiversity Outside of Designated Sites

- 11.1.10. Landscape and habitat features that lie outside of designated sites can also provide valuable spaces and corridors for habitats and species, including protected species. Waterways, for example, can be valuable for biodiversity, providing green and blue corridors that link habitats and wildlife sites. Maintaining and enhancing a network of habitats, species and wildlife sites, and linkages between them, is important to achieving the vision and aims of the Greater Lincolnshire Local Nature Recovery Strategy.
- 11.1.11. The Nature Recovery Network is a major commitment in the UK Government’s 25-Year Environment Plan and intends to improve, expand and connect habitats to address wildlife decline and provide wider environmental benefits for people. This approach will build on the work of previous national initiatives, such as Nature Improvement Areas (NIAs). NIAs are landscape-scale initiatives that aim to ensure land is used sustainably to achieve

²⁴ For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), only where the public benefit would clearly outweigh the loss or deterioration of habitat.

multiple benefits for people, wildlife and the local economy. The Humberhead Levels is a nationally selected NIA that spans the administrative boundaries of North Lincolnshire and West Lindsey District Councils.

Mitigation Hierarchy

- 11.1.12. The mitigation hierarchy is an approach to limiting the negative impacts of development on biodiversity and is set out in the NPPF. It requires that if significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Avoidance of adverse impacts to biodiversity as a direct or indirect result of development must be the first consideration. Avoidance measures may include either locating development on an alternative site with less harmful impact, or locating development within the site to avoid damaging a particular habitat feature. Compensation will only be considered after all other options have been explored and strictly as a last resort.

Species and Habitats of Principal Importance

- 11.1.13. Some species benefit from statutory protection under a range of legislative provisions (such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017). There are also a range of Priority Habitats and Priority Species in England that are listed as habitats or species of principal importance under Section 41 of the Natural Environment and Rural Community Act (2006). The current national list (August 2010) contains 56 habitats of principal importance and 943 species of principal importance.
- 11.1.14. Developers will be expected to submit sufficient, suitable and robust information with their application to demonstrate a comprehensive understanding of habitats and species associated with their site, and to enable the likely effects on biodiversity to be assessed. This may include a desk study, a completed biodiversity checklist or toolkit, Phase 1 habitat survey, or other appropriate ecological survey, where there is a reasonable likelihood of the presence of important habitats or species. This will help to avoid potentially costly delays at a later date and allow a planning decision to be made in a timely manner.
- 11.1.15. The Lincolnshire Environmental Records Centre holds data on statutory and non-statutory designated sites, habitats and species and is therefore a useful source of biodiversity information.
- 11.1.16. The Partnership for Biodiversity in Planning has created a free online tool, the Wildlife Assessment Check²⁵, to help applicants identify whether there is a need to conduct ecological appraisals before submitting a planning application.

Policy S60: Protecting Biodiversity and Geodiversity

All development should:

- a) protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;
- b) minimise impacts on biodiversity and features of geodiversity value;

²⁵ <https://www.biodiversityinplanning.org/wildlife-assessment-check/>

- c) deliver measurable and proportionate net gains in biodiversity in accordance with Policy S61; and
- d) protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat.

Part One: Designated Sites

The following hierarchy of sites will apply in the consideration of development proposals:

1. International Sites

The highest level of protection will be afforded to internationally protected sites. Development proposals that will have an adverse impact on the integrity of such areas, will not be supported other than in exceptional circumstances, in accordance with the NPPF.

Development proposals that are likely to result in a significant adverse effect, either alone or in combination with other proposals, on any internationally designated site, must satisfy the requirements of the Habitats Regulations (or any superseding similar UK legislation). Development requiring Appropriate Assessment will only be allowed where it can be determined, taking into account mitigation, that the proposal would not result in significant adverse effects on the site's integrity.

2. National Sites (NNRs and SSSIs)

Development proposals should avoid impact on these nationally protected sites. Development proposals within or outside a national site, likely to have an adverse effect, either individually or in combination with other developments, will not normally be supported unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of nationally protected sites.

3. Irreplaceable Habitats

Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran trees, unless there are wholly exceptional reasons and a suitable compensation strategy will be delivered.

4. Local Sites (LNR, LWS and LGS)

Development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, will only be supported where the benefits of the development clearly outweigh the loss, and the coherence of the local ecological network is maintained. Where significant harm cannot be avoided, the mitigation hierarchy should be followed.

Part Two: Species and Habitats of Principal Importance

All development proposals will be considered in the context of the relevant Local Authority's duty to promote the protection and recovery of priority species and habitats.

Development should seek to preserve, restore and re-create priority habitats, ecological networks and the protection and recovery of priority species set out in the Natural Environment and Rural Communities Act 2006, Lincolnshire Biodiversity Action Plan, Lincolnshire Geodiversity Strategy and Local Nature Recovery Strategy.

Where adverse impacts are likely, development will only be supported where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.

Part Three: Mitigation of Potential Adverse Impacts

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle, in line with the mitigation hierarchy. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

Development will only be supported where the proposed measures for mitigation and/or compensation along with details of net gain are acceptable to the Local Planning Authority in terms of design and location, and are secured for the lifetime of the development with appropriate funding mechanisms that are capable of being secured by condition and/or legal agreement.

If significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

11.2. Biodiversity Opportunity and Net Gain

- 11.2.1. National planning policy states that development should deliver a net gain in biodiversity. The Environment Act sets out a mandatory requirement for development to deliver at least a 10% biodiversity net gain and approval of a biodiversity net gain plan. The Act includes provision for secondary legislation to set a date for the requirement to come into force.
- 11.2.2. Biodiversity net gain means leaving the natural environment in a measurably better state than before, and is central to delivering nature’s recovery and increasing stocks of natural capital. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Such improvements should go beyond any required mitigation and/or compensation measures following the application of the mitigation hierarchy. As part of delivering net gains for nature, development proposals will be expected to protect, provide and extend green infrastructure in accordance with Policy S59 Green and Blue Infrastructure Network.
- 11.2.3. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures, or, as a last resort, through the purchase of statutory biodiversity credits. Development proposals can, for example, provide a net gain in biodiversity on-site through the enhancement of the existing features of the site, the creation of additional habitats or the linking of existing habitats to reduce fragmentation in the local ecological network. The Central Lincolnshire Authorities’ preference is for biodiversity net gain to be delivered on, or adjacent to, the development site, in accordance with the mitigation hierarchy. Off-site biodiversity net gain, either on the applicant’s own land or by purchasing units on the market, may be considered acceptable, if sufficient biodiversity net gain cannot be achieved within the development site and where there is opportunity to create, restore or enhance habitats off site that form part of the Nature Recovery Network and where this is considered the best outcome for biodiversity.

- 11.2.4. Net gains in biodiversity can be delivered by almost all development, by following the principles of the mitigation hierarchy and understanding the ecological constraints and opportunities from the early stages of design.
- 11.2.5. Biodiversity enhancements can include both the creation of new habitat as well as improving existing habitats and can include, but are not limited to:
- Bird and bat boxes/bricks integrated into the structure of existing and/or new buildings
 - Wildlife friendly sustainable urban drainage (SuDs)
 - Wildlife tunnels under paths and roads
 - Wildlife friendly ponds
 - Living roofs and walls
 - Bug hotels
 - Using native plants in landscaping
 - Setting aside space within a development to create new habitat, such as woodland, wetland or wildflower meadows
 - Improve and re-naturalise waterways
- 11.2.6. The proposals for enhancement of biodiversity will depend on the nature and scale of the development, however a development with limited or no impacts on biodiversity should still seek to demonstrate a net gain. Small-scale development proposals form a significant proportion of the planning applications received by the Central Lincolnshire Authorities and therefore collectively, could make a notable contribution to biodiversity net gain and the wider Nature Recovery Network. The Local Planning Authority will use planning conditions to require that a planning permission provides for works that will measurably increase biodiversity.
- 11.2.7. A suitable biodiversity metric should be used to demonstrate that a 'measurable biodiversity net gain' has been achieved. The preferred metric for calculating biodiversity net losses and gains is the Natural England Biodiversity Metric, which supports and reinforces the application of the mitigation hierarchy.²⁶ The metric calculates the change in biodiversity resulting from a project or development by subtracting the number of pre-intervention or 'baseline' biodiversity units (i.e. those originally existing on-site and off-site where applicable) from the number of post-intervention units (i.e. those projected to be provided after the development or change in land management). All applications should be supported by the submission of the full metric assessment.
- 11.2.8. Local Ecological Network²⁷, Biodiversity Opportunity and Green Infrastructure Mapping has been prepared for Central Lincolnshire by the GLNP. These maps identify the known existing areas of high biodiversity value and areas of local biodiversity priority where it is considered most important and feasible to target habitat creation, extension and restoration. To complement these maps, a set of principles has been prepared (see Appendix 4 of this Local Plan), to guide development proposals that fall within or overlap the biodiversity opportunity areas. Development proposals should have regard to the above evidence and to the biodiversity opportunity area principles.

²⁶Biodiversity Metric 4.0 or its successor. User guidance can be found on Natural England's website: [The Biodiversity Metric 4.0 \(JP039\)](#).

²⁷ The components of the ecological network within Central Lincolnshire have been mapped and are available to view on the Central Lincolnshire website on the Interactive Map. This will be updated annually incorporating data supplied by the GLNP.

- 11.2.9. Recognising the need for a consistent approach to delivering Biodiversity Net Gain across Greater Lincolnshire, the Lincolnshire Wildlife Trust established a multi-agency Task and Finish Group in September 2020. The purpose of this Group is to work in partnership to produce a framework document of shared principles for Biodiversity Net Gain and to ensure Biodiversity Net Gain is delivered in an exemplary and consistent way across Greater Lincolnshire. The framework document will be available on the Central Lincolnshire website once completed.
- 11.2.10. Major and large scale development schemes²⁸ should deliver wider environmental net gain wherever possible, reflecting the opportunities identified in the Central Lincolnshire Biodiversity Opportunity and GI Mapping, Central Lincolnshire Green Infrastructure Strategy and Local Nature Recovery Strategy (or any subsequent replacements). Seeking to achieve wider environmental net gain should reduce pressure on, and achieve overall improvements in, natural capital and ecosystem services and the benefits that they deliver.²⁹
- 11.2.11. The baseline data on habitats and species that underpin local biodiversity strategy, the local ecological network, biodiversity, and green infrastructure opportunities, will be kept up to date by the GLNP through the management of the Lincolnshire Environmental Record Centre.

Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains

Following application of the mitigation hierarchy, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features proportionate to their scale, through site layout, design of new buildings and proposals for existing buildings with consideration to the construction phase and ongoing site management.

Development proposals should create new habitats, and links between habitats, in line with Central Lincolnshire Biodiversity Opportunity and Green Infrastructure Mapping evidence, the biodiversity opportunity area principles set out in Appendix 4 to this Plan and the Local Nature Recovery Strategy (once completed), to maintain and enhance a network of wildlife sites and corridors, to minimise habitat fragmentation and provide opportunities for species to respond and adapt to climate change.

Proposals for major and large scale development should seek to deliver wider environmental net gains where feasible.

Biodiversity Net Gain

The following part of the policy applies unless, and until, subsequently superseded, in whole or part, by national regulations or Government policy associated with the delivery of mandatory biodiversity net gain arising from the Environment Act 2021. Where conflict between the policy below and the provisions of Government regulations or national policy arises, then the latter should prevail.

All qualifying³⁰ development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using Natural England's Biodiversity Metric.

²⁸ As defined in the Glossary

²⁹ Guidance on the application of a natural capital approach can be found on the Government website at: [Enabling a Natural Capital Approach guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/enabling-a-natural-capital-approach)

³⁰ As defined in The Environment Act 2021, Schedule 14, Part 2, Paragraph 17.

Biodiversity net gain should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site where the improvements can be demonstrated to be deliverable and are consistent with the Local Nature Recovery Strategy.

All development proposals, unless specifically exempted by Government, must provide clear and robust evidence for biodiversity net gains and losses in the form of a biodiversity gain plan, which should ideally be submitted with the planning application (or, if not, the submission and approval of a biodiversity gain plan before development commences will form a condition of any planning application approval), setting out:

- a) information about the steps to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b) the pre-development biodiversity value of the onsite habitat;
- c) the post-development biodiversity value of the onsite habitat following implementation of the proposed ecological enhancements/interventions;
- d) the ongoing management strategy for any proposals;
- e) any registered off-site gain allocated to the development and the biodiversity value of that gain in relation to the development; and
- f) exceptionally any biodiversity credits purchased for the development through a recognised and deliverable offsetting scheme.

Demonstrating the value of the habitat (pre and post-development) with appropriate and robust evidence will be the responsibility of the applicant. Proposals which do not demonstrate that the post-development biodiversity value will exceed the pre-development value of the onsite habitat by a 10% net gain will be refused.

Ongoing management of any new or improved onsite and offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development.

11.3. Responding to Landscape Character

- 11.3.1. Central Lincolnshire is a predominantly rural landscape interspersed by the City of Lincoln, market towns 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 with the highest status of landscape protection, and the Lincoln Hillside is recognised as one of the most historic townscapes in the East Midlands.
- 11.3.2. In addition, landscape character assessments developed for previous Local Plans have identified locally designated Areas of Great Landscape Value (AGLV) which are considered to be of high landscape value to the local areas with strong distinctive characteristics which make them particularly sensitive to development. The primary objective is the conservation and enhancement of their landscape quality and individual character.
- 11.3.3. Key views within the landscape, as well as in to and out of settlements, are valued by the local community, contribute to the distinctive local identity of a place and assist in way finding.

- 11.3.4. The Central Lincolnshire authorities are committed to ensuring that development protects, and wherever possible enhances, the intrinsic value of our landscape whilst enabling strategic, sustainable growth which is necessary for Central Lincolnshire’s communities and economies to thrive.

Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value

The Lincolnshire Wolds Area of Outstanding Natural Beauty

The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) is a nationally designated landscape and has the highest level of protection. Great weight should be given to conserving and enhancing the landscape and scenic beauty in this area. All development proposals within, or affecting the setting of, the AONB shall:

- a) be compatible with the special character of the area and have had regard to conserving and enhancing the special quality and scenic beauty of the landscape; and
- b) respect the landscape character, topography, and context in relation to the siting, design, scale and extent of development; and
- c) protect and enhance important views into, out of and within the AONB; and
- d) retain and enhance existing natural, historic and cultural features that contribute to the special quality of the landscape.

Proposals which will result in an adverse impact on the AONB or which fail to demonstrate that they will not have an adverse impact taking into account any mitigation proposed, will not be supported.

Areas of Great Landscape Value

Areas of Great Landscape Value (AGLV) are locally designated landscape areas recognised for their intrinsic character and beauty and their natural, historic and cultural importance. A high level of protection will be afforded to AGLV reflecting their locally important high scenic quality, special landscape features and sensitivity.

Development proposals within, or within the setting of, AGLV shall:

- e) conserve and enhance the qualities, character and distinctiveness of locally important landscapes; and
- f) protect, and where possible enhance, specific landscape, wildlife and historic features which contribute to local character and landscape quality; and
- g) maintain landscape quality and minimise adverse visual impacts through high quality building and landscape design; and
- h) demonstrate how proposals have responded positively to the landscape character in relation to siting, design, scale and massing and where appropriate have retained or enhanced important views, and natural, historic and cultural features of the landscape; and
- i) where appropriate, restore positive landscape character and quality.

Where a proposal may result in adverse impacts, it may exceptionally be supported if the overriding benefits of the development demonstrably outweigh the harm – in such circumstances the harm should be minimised and mitigated through design and landscaping.

11.4. Green Wedges

- 11.4.1. Green Wedges (previously known in some parts as settlement breaks) are open areas around and between parts of a settlement, or settlements, which maintain the distinction between the countryside and built up area, and which also provide recreational and wildlife protection and enhancement opportunities as part of the green and blue infrastructure and ecological network.
- 11.4.2. Green Wedges are an important part of the Central Lincolnshire landscape, are a longstanding element of local planning policy and are valued by local communities.
- 11.4.3. In general, there has been limited built development within the Green Wedges, however in recent years, some parts of the Green Wedge network have come under growing development pressure due to their proximity to the built up area. The Central Lincolnshire Authorities are committed to the principle of Green Wedges and resisting harmful development through planning policy and development management decisions.
- 11.4.4. Whilst the purpose of Green Wedges is to protect the open and undeveloped character of areas within them, it is not intended that they should operate as an absolute restriction on all development proposals. Due to their multi-functional role, there are also various ‘non-open space’ uses that already exist. As such, certain types of development may be acceptable, so long as they are not detrimental to the character, role and function of the Green Wedge within which they are situated. This is provided for under part a) of the policy and may include agricultural and forestry related development, green space, outdoor sport and recreation uses, the reuse of rural buildings and extensions or alterations to existing dwellings.
- 11.4.5. There may also be instances where it is essential for a certain type of development to be located in a Green Wedge. For the purposes of part b) of the policy this may include development required by a public or private utility to fulfil their statutory obligations, or the provision of strategic transport infrastructure, provided that other relevant Local Plan policies are satisfied.

Policy S63: Green Wedges

Green Wedges, as identified on the Policies Map, have been identified to fulfil one or more of the following functions and policy aims:

- Prevention of the physical merging of settlements, preserving their separate identity, local character and historic character;
- Creation of a multi-functional ‘green lung’ to offer communities a direct and continuous link to the open countryside beyond the urban area;
- Provision of an accessible recreational resource, with both formal and informal opportunities, close to where people live, where public access is maximised without compromising the integrity of the Green Wedge;
- Conservation and enhancement of local wildlife and protection of links between wildlife sites to support wildlife corridors.

Within the Green Wedges planning permission will not be granted for any form of development, including change of use, unless:

- a) it can be demonstrated that the development is not contrary or detrimental to the above functions and aims; or

- b) it is essential for the proposed development to be located within the Green Wedge, and the benefits of which override the potential impact on the Green Wedge.

Development proposals within a Green Wedge will be expected to have regard to:

- c) the need to retain the open and undeveloped character of the Green Wedge, physical separation between settlements, historic environment character and green infrastructure value;
- d) the maintenance and enhancement of the network of footpaths, cycleways and bridleways, and their links to the countryside, to retain and enhance public access, where appropriate to the role and function of the Green Wedge; and
- e) opportunities to improve the quality and function of green and blue infrastructure within the Green Wedge with regard to the Central Lincolnshire Green Infrastructure network and Biodiversity Opportunity Mapping.

Development proposals adjacent to the Green Wedges will be expected to demonstrate that:

- f) they do not adversely impact on the function of the Green Wedge, taking into account scale, siting, layout, design, materials and landscape treatment; and
- g) they have considered linkages to and enhancements of the adjacent Green Wedge.

11.5. Local Green Space

11.5.1. Local Green Space (LGS) is a national designation, as referenced in the NPPF, which aims to protect green areas or spaces which are demonstrably special to a local community and hold a particular local significance. LGS designation can be used where the green space is:

- in reasonably close proximity to the community it serves; and
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including playing fields), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

11.5.2. Planning permission will only be granted for development proposals in very special circumstances. These exceptions are set out in the NPPF and align with Green Belt status.

Policy S64: Local Green Space

An area identified as a Local Green Space on the Policies Map or within an adopted Neighbourhood Plan will be protected from development in line with the NPPF, which rules out development on these sites other than in very special circumstances.

11.6. Important Open Space

11.6.1. In addition to Local Green Space (LGS) designations, this Local Plan also protects other existing Important Open Spaces (IOS). These open spaces are different to LGSs, in that LGSs have been identified by local communities, whereas IOSs have been identified by

the Central Lincolnshire Authorities as open spaces important to the settlement in which they are located.

- 11.6.2. Central Lincolnshire has a wide variety of IOS that do not benefit from statutory designations. These spaces perform a range of functions and deliver a wealth of benefits to local people and wildlife. Parks and gardens, amenity space, play space for children/teenagers, outdoor sports facilities and allotments are all examples of publicly accessible IOS valued for their recreational and social functions, but they also contribute to the visual amenity and character of a settlement, providing relief from the built up area.
- 11.6.3. It is also important to note that public or private open spaces with limited or no public access can also perform an important role in contributing to the local community and quality of life. Open undeveloped spaces within a settlement are as important as the buildings in giving a settlement its unique character and form. Some open spaces, especially towards the edge of a settlement, are important in preserving the setting of a settlement. Other open spaces, including those not publicly accessible, provide breaks in the street scene and may allow views of the surrounding countryside to be enjoyed from within the settlement.
- 11.6.4. A number of areas within Central Lincolnshire have prepared Neighbourhood Plans, some of these contain designations for Important Open Space or an equivalent. These open spaces have not been duplicated as part of this policy, as they have their own protection through the Neighbourhood Plan in which they are designated.

Policy S65: Important Open Space

An area identified as an Important Open Space on the Policies Map is safeguarded from development unless it can be demonstrated that:

- a. there are no significant detrimental impacts on the character and appearance of the surrounding area, ecology and any heritage assets; and
- b. in the case of publicly accessible open space, there is an identified over provision of that particular type of open space in the community area and the site is not required for alternative recreational uses or suitable alternative open space can be provided on a replacement site or by enhancing existing open space serving the community area.

Some areas of Important Open Space are protected by their type, and are not shown in the Policies Map. These Important Open Spaces are:

- Churchyards;
- Cemeteries;
- School Playing Fields (in use as such);
- Sports Centres/Recreation Grounds;
- Local Authority owned allotments;

They will be safeguarded from development, and any proposal for their loss will be considered against the criteria above and against national policy.

11.7. Trees, Woodland and Hedgerows

- 11.7.1. The Central Lincolnshire Authorities have a statutory duty (s197 of the Town and Country Planning Act 1990) to consider the protection and planting of trees when granting planning permission for proposed development. The potential effect of development on trees is a material consideration that must be taken into account in dealing with planning applications.
- 11.7.2. Trees, and hedgerows, contribute enormously to the character of many parts of the Central Lincolnshire area – they are very important visual elements in the landscape, since they are attractive in themselves, soften and give a context to development, provide focal points and screen unsightly areas from view. However, the amenity value of trees is not confined only to their contribution to visual character, trees, woodland and hedgerows are important components of Central Lincolnshire’s green infrastructure network. They can also help to reduce noise and prove beneficial in terms of atmospheric pollution, modifying microclimates and flood mitigation through storm water attenuation. Furthermore, they provide habitats for biodiversity, help to stabilise soil against erosion, and play a role in reducing climate change by locking up carbon dioxide. As a result, they are highly valued, and the relative scarcity of tree cover particularly in the southern half of the Central Lincolnshire area (North Kesteven District) gives them an added importance.
- 11.7.3. Trees and woodlands take many years to mature, ancient woodlands and aged or veteran trees in particular are irreplaceable. Aged and veteran trees are those which, because of their great age, size or condition are of exceptional wildlife, landscape or cultural value.
- 11.7.4. Mature trees, woodlands and hedgerows are sensitive to the impacts of development, either directly through their removal or indirectly through the impacts of construction or the future use of the site. Due to the length of time and the cost taken to replace mature features, and the contribution they can make to the quality of development, they should be retained and protected wherever possible.
- 11.7.5. The Central Lincolnshire Authorities will look to prevent the loss or damage of good quality trees, woodlands or hedgerows, especially those which are protected such as ancient woodlands, or have a high public amenity value. Policy S66 ensures that trees are not considered in isolation and that they are integral to the overall design of a scheme and contribute to the wider objectives of securing biodiversity and green infrastructure on new developments.
- 11.7.6. Where trees are present on a development site, a British Standard 5837 Tree Survey ‘Trees in relation to Construction survey’, a Tree Constraints Plan, an Arboricultural Impact Assessment and any other related survey information, should be submitted along with an application for planning permission. This will ensure it is clear that a proper consideration of all trees and woodlands has taken place and been taken into account in the preparation of proposals for a site. To ensure that tree cover and habitat is retained, it is important that both the short term and long term impacts that a development may have on trees is evaluated at the earliest opportunity. In addition, an Arboricultural Method Statement and associated Tree/Hedgerow Protection Plan will also be required where there is a likely adverse impact on the health and wellbeing of the trees, either through the pressure to prune or fell or through excavation works which could harm the root systems. The Statement should set out the measures that will need to be taken to protect the health of the trees during the construction period and afterwards.

- 11.7.7. Consideration also needs to be given to the growth potential and management requirements of trees and hedgerows. Where the loss of trees and hedges is unavoidable, they should be replaced with suitable new planting either within the site or in the locality if this is more appropriate. In the case of hedges, the renovation of existing hedges in the wider area can be an appropriate form of mitigation. Development can make a positive contribution to the tree resource in the area through on or off site planting.
- 11.7.8. The preference will be to incorporate existing natural features into the development. However, there may be instances where the loss of important natural features is unavoidable, for example to enable a scheme to fulfil important objectives such as economic development or the provision of housing. Where the loss of such features is demonstrably unavoidable, adequate replacement provision, preferably by native British species, of the same or greater value will be sought. The proposal will also be required to demonstrate:
- That the development could not equally well go ahead elsewhere, where no harm to trees would be involved;
 - That the proposed development scheme could not be modified to retain the tree; and
 - That the amenity value of the tree is outweighed by the benefits to the community of the development proposal.
- 11.7.9. Proposals that either directly or indirectly result in the loss or deterioration of ancient woodland will not be supported unless there are exceptional reasons and the need for and benefits of the development at that location clearly outweigh the loss. When considering the planning balance in these cases compensation proposals must not be considered as part of the benefits resulting from a development.
- 11.7.10. In terms of mitigation where loss of trees and woodland is proposed (and where it is deemed acceptable for such tree(s) to be lost, taking account of the status of the tree), then suitable proposals for mitigation, via compensation, should be provided. The tree compensation standard set out in this policy provides a suitable mechanism to determine the appropriate level of mitigation. The Council's first preference is for on-site replacement at suitable locations within the curtilage of the development. In exceptional circumstances, where planting cannot be achieved on-site without compromising the achievement of good design, new tree planting proposals may be considered off site (including on public land) to mitigate. Where trees are to be provided off-site, planning obligations will be sought to cover replacement trees, their planting and their future maintenance.
- 11.7.11. Where new tree planting is proposed (irrespective of whether this is to compensate for losses on site), then the quantity, location and species selection of new trees will be expected to take practicable opportunities to meet the following six Tree Planting Principles:
1. Create habitat and, if possible, connect the development site to the Strategic Green Infrastructure Network; and
 2. Assist in reducing or mitigating run-off and flood risk on the development site; and
 3. Assist in providing shade and shelter to address urban cooling, and in turn assist in mitigating against the effects of climate change; and
 4. Create a strong landscaping framework to either (a) enclose or mitigate the visual impact of a development or (b) create new and enhanced landscape;
 5. Be of an appropriate species for the site; and

6. Avoid tree planting where it has potential to cause harm, such as to important habitats, peat soils, property or infrastructure.

Policy S66: Trees, Woodland and Hedgerows

Development proposals should be prepared based on the overriding principle that:

- the existing tree and woodland cover is maintained, improved and expanded; and
- opportunities for expanding woodland are actively considered, and implemented where practical and appropriate to do so.

Existing Trees and Woodland

Planning permission will only be granted if the proposal provides evidence that it has been subject to adequate consideration of the impact of the development on any existing trees and woodland found on-site (and off-site, if there are any trees near the site, with ‘near’ defined as the distance comprising 12 times the stem diameter of the off-site tree). If any trees exist on or near the development site, ‘adequate consideration’ is likely to mean the completion of a British Standard 5837 Tree Survey and, if applicable, an Arboricultural Method Statement.

Where the proposal will result in the loss or deterioration of:

- a) ancient woodland; and/or
- b) the loss of aged or veteran trees found outside ancient woodland,

permission will be refused, unless and on an exceptional basis the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss or deterioration of a tree protected by a Tree Preservation Order or a tree within a Conservation Area, then permission will be refused unless:

- c) there is no net loss of amenity value which arises as a result of the development; or
- d) the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss of any other tree or woodland not covered by the above, then the Council will expect the proposal to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site.

Mitigating for loss of Trees and Woodland

Where it is appropriate for higher value tree(s) (category A or B trees (BS5837)) and/or woodland to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required. Such tree planting should be on-site wherever possible and should:

- e) take all opportunities to meet the six Tree Planting Principles (see supporting text); and
- f) unless demonstrably impractical or inappropriate, provide the following specific quantity of compensatory trees:

Trunk diameter(mm) at 1.5m above ground of tree lost to development	Number of replacement trees required, per tree lost*
75 - 200	1
210 - 400	4
410 - 600	6
610 - 800	9

810 - 1000	10
1000+	11

* replacement based on selected standards 10/12 cm girth at 1m

New Trees and Woodland

Where appropriate and practical, opportunities for new tree planting should be explored as part of all development proposals (in addition to, if applicable, any necessary compensatory tree provision). Where new trees are proposed, they should be done so on the basis of the five Tree Planting Principles. Proposals which fail to provide practical opportunities for new tree planting will be refused.

Planting schemes should include provision to replace any plant failures within five years after the date of planting. Planting of trees must be considered in the context of wider plans for nature recovery which seeks to increase biodiversity and green infrastructure generally, not simply planting of trees, and protecting / enhancing soils, particularly peat soils. Tree planting should only be carried out in appropriate locations that will not impact on existing ecology or opportunities to create alternative habitats that could deliver better enhancements for people and wildlife, including carbon storage. Where woodland habitat creation is appropriate, consideration should be given to the economic and ecological benefits that can be achieved through natural regeneration. Any tree planting should use native and local provenance tree species suitable for the location.

Management and Maintenance

In instances where new trees and/or woodlands are proposed, it may be necessary for the council to require appropriate developer contributions to be provided, to ensure provision is made for appropriate management and maintenance of the new trees and/or woodland.

Hedgerows

Proposals for new development will be expected to retain existing hedgerows where appropriate and integrate them fully into the design having regard to their management requirements.

Proposals for new development will not be supported that would result in the loss of hedges of high landscape, heritage, amenity or biodiversity value unless the need for, and benefits of, the development clearly outweigh the loss and this loss can be clearly demonstrated to be unavoidable.

Development requiring the loss of a hedgerow protected under The Hedgerow Regulations will only be supported where it would allow for a substantially improved overall approach to the design and landscaping of the development that would outweigh the loss of the hedgerow. Where any hedges are lost, suitable replacement planting or restoration of existing hedges, will be required within the site or the locality, including appropriate provision for maintenance and management.

11.8. Best and Most Versatile Agricultural Land

11.8.1. Agriculture is a significant land use across Central Lincolnshire, and the wider Lincolnshire area and generates a significant proportion of the national food production. Therefore the protection of the best and most versatile land is key to ensure that food production is not negatively impacted by development. The Agricultural Land Classification (ALC) mapping shows that with the exception of a few relatively small areas of Grade 1 land, the majority of agricultural land within Central Lincolnshire is either Grade 2 or Grade 3, with approximately 50% of the area classified as Grade 3.

- 11.8.2. Development of the best and most versatile agricultural land will only be supported where it can be demonstrated that the need for the development, its benefits and/or sustainability considerations outweigh the need to protect such land taking into account the economic and other benefits of the best and most versatile agricultural land.
- 11.8.3. Proposals for development on unallocated sites which would individually or cumulatively result in a significant loss (1 hectare or more) of best and most versatile agricultural land will also need to demonstrate that there are no other suitable alternative sites which could accommodate either all or part of the development on either previously developed land, or land within the built up area of existing adjacent or nearby settlements, or on poorer quality agricultural land. All proposals over one hectare which would have the potential to involve the loss of best and most versatile agricultural land will be expected to be accompanied by an agricultural land classification statement.

Policy S67: Best and Most Versatile Agricultural Land

Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy.

With the exception of allocated sites, significant development resulting in the loss of the best and most versatile agricultural land will only be supported if:

- a) The need for the proposed development has been clearly established and there is insufficient lower grade land available at that settlement (unless development of such lower grade land would be inconsistent with other sustainability considerations); and
- b) The benefits and/or sustainability considerations outweigh the need to protect such land, when taking into account the economic and other benefits of the best and most versatile agricultural land; and
- c) The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- d) Where feasible, once any development which is supported has ceased its useful life the land will be restored to its former use (this condition will be secured by planning condition where appropriate).

Where proposals are for sites of 1 hectare or larger, which would result in the loss of best and most versatile agricultural land, an agricultural land classification report should be submitted, setting out the justification for such a loss and how criterion b has been met.

12. SUEs, Regeneration Areas and Opportunity Areas

12.0. Sustainable Urban Extensions

- 12.0.1. Sustainable Urban Extensions (SUEs) form an integral part of the local plan strategy, delivering more than half of the housing requirement in the plan period. But it is not only housing that will be delivered on these SUEs – by focusing a substantial amount of growth at these locations it will also see the delivery of key infrastructure to support the growing population.
- 12.0.2. Urban extensions must be developed as sustainable places, coordinating the planning of residential opportunities, employment opportunities and the services and facilities that will enable residents to meet their day to day needs locally. They must be designed to integrate with the existing built and natural environment, integrate with existing communities, and maximise travel by sustainable travel modes, so that they do not result in a physically and socially segregated community. They present an opportunity to deliver a wide range of sustainable development principles that often cannot be achieved at a smaller scale.
- 12.0.3. The eight SUEs located around Lincoln and at Gainsborough and Sleaford were allocated in the 2017 Local Plan and substantial efforts from the Central Lincolnshire Districts and site promoters and developers has gone into making progress with these SUEs. As a result many of the SUEs have already had masterplans or broad concept plans produced for them, achieved outline permission, detailed permission or even started delivery and this progress is expected to continue. Should it become apparent that an allocated SUE will no longer deliver broadly as envisaged in Policies S68-S71, this may trigger a partial or full Local Plan review.
- 12.0.4. Policy S68, is the overarching policy for all urban extensions with subsequent policies providing specific requirements for each SUE. In the 2017 Local Plan a requirement was included for SUEs to deliver some Gypsy and Traveller pitches. We still consider SUEs as a suitable means to deliver Gypsy and Traveller pitches, though it is acknowledged that doing so can be challenging especially so with the increased demands of this new Local Plan in relation to net zero carbon. Consequently this Local Plan no longer requires any Gypsy and Traveller provision on SUEs

Policy S68: Sustainable Urban Extensions

The spatial strategy for Central Lincolnshire includes the allocation of sustainable urban extensions at Lincoln, Gainsborough and Sleaford.

Development of an urban extension must be planned and implemented in a coordinated way, through an agreed broad concept plan that is linked to the timely delivery of key infrastructure. With the exception of inconsequential development, proposals for development within the identified extensions which come forward prior to the production of, and agreement on, a broad concept plan will be refused.

Development of a sustainable urban extension should also be drawn together and guided by a design code, consistent with the National Model Design Code and associated guidance.

Working with the Central Lincolnshire authorities and other relevant stakeholders, a broad concept plan and design code should be prepared for each urban extension (in its entirety) and

should clearly evidence the support of all significant landowners: the concept plan and design code should be submitted to the Council for approval. If one or more landowners are not supportive of the concept plan and design code, it will need to be demonstrated that the development of the considerable majority of the urban extension can be delivered without their involvement. The concept plan could be submitted alongside an outline application for the urban extension.

Whilst phasing may be agreed, the local planning authority will need to be satisfied that the key aspects of the concept plan will be delivered. Therefore, to prevent the provision of appropriate infrastructure being either delayed or never materialising, appropriate safeguards will be put in place, normally through a Section 106 agreement, which ensure that specific aspects of the scheme are delivered when an appropriate trigger point is reached.

Alongside the timely delivery of necessary infrastructure, key to the sustainable delivery of the urban extensions will be the requirement to minimise the need to travel, whilst maximising sustainable transport modes. This will be achieved by locating key facilities such as schools and local shops within easy walking and cycling distance of most properties, incorporating high quality walking and cycling networks linking to the wider area, and providing access to high quality public transport services and facilities, including bus priority corridors and, where appropriate, park and ride.

In addition to the above, each new urban extension proposal must, where applicable:

- a) demonstrate availability and deliverability of the proposed scheme;
- b) provide a broad range of housing choice in terms of size and design;
- c) contribute to the provision of a wide range of local employment opportunities that offer a range of jobs in different sectors of the economy;
- d) incorporate appropriate pre-school(s), primary school(s), and a secondary school (potentially incorporating sixth-form provision), if the scale of the urban extension justifies any of these on-site, or, if not, contribute to provision offsite in order to meet the needs generated by the urban extension (subject to national regulations governing such contributions);
- e) make provision for an appropriate level of retail without having an unacceptable impact on the vitality and viability of existing retail centres;
- f) consider the Agricultural Land Classification of the site, and where higher quality agricultural land exists on one part of the site compared with another, then, if possible, utilise such land (or part of such land) for productive use, such as community orchards and allotments;
- g) demonstrate that the unnecessary sterilisation of minerals has been avoided; and
- h) demonstrate that impacts on the natural environment will be minimized through the enhancement of ecological networks and habitats by achieving net gains for biodiversity as part of extended and enhanced green infrastructure.

12.1. Lincoln Sustainable Urban Extensions

Western Growth Corridor SUE (WGC)

- 12.1.1. The Western Growth Corridor (WGC) is a site of approximately 390 hectares in total of which approximately 122 hectares will be developed for a mixed-use development. The WGC is situated to the west of Lincoln and is bounded by the railway to the east, the A46 bypass to the west and Skellingthorpe Road to the south. The site has a number of advantages including its proximity to the city centre (which is only 1.5 km distant), physical setting and character that provide an excellent opportunity to create a sustainable urban extension to Lincoln.

12.1.2. Key features of this development include:

- 3,200 homes plus 20 ha of mixed employment (B Classes) and leisure (D2 Class) opportunities;
- Taking advantage of the close proximity to Lincoln City Centre, connecting both new residents and existing neighbourhoods such as Birchwood and Skellingthorpe to the City;
- A clear approach to mitigating and managing flood risk for the site and wider area through continued partnership working with key stakeholders;
- Provision of a range of facilities including a Local Centre providing shops, a community centre and education facilities;
- Potential for a regional leisure centre;
- Informal open space and other recreation uses, in addition to green infrastructure and public open space to serve future residents;
- Remediation of the former landfill site on the eastern edge of the site to be undertaken.
- This is a tremendous opportunity to reclaim land and bring forward development while at the same time undertake environmental improvement of this area.

South East Quadrant SUE (SEQ) Canwick Heath

12.1.3. SEQ lies on the limestone plateau of the Lincoln Heath between the villages of Canwick and Bracebridge Heath. At its closest, the SUE is within 1 mile (1.6 km) of Lincoln City Centre, with the escarpment of the Lincoln Edge, including Lincoln’s South Common, forming an important open area between the development and the edge of the city’s existing built-up area. The SUE benefits from an adopted SPD which provides a framework for the development of the entire allocation through a Broad Concept Plan and a set of Design Codes that combine to ensure that the development exploits its close proximity to Lincoln and the City Centre through appropriate linkages whilst also forming a distinctive new community of neighbourhoods that has its own facilities including shops, schools and employment.

12.1.4. Key features of this development and the adopted SPD include:

- High quality character and physical identity that complements the settlements of Bracebridge Heath and Canwick;
- Approximately 3,500 new homes by 2040 (with further potential beyond that date to deliver a total of 6,000 dwellings);
- A range of facilities including the development of a District Centre, a Local Centre, schools and mobility hub(s);
- 7ha of flexible new employment/commercial development to provide job opportunities;
- Delivery co-ordinated with the provision of local transport infrastructure. Direct access from the Eastern Bypass will not be provided for cars;
- Structural green space will provide a range of functions including recreation, health and well-being, biodiversity and ecology and movement corridors;
- Protection, and where appropriate enhancement, of existing natural and heritage and environmental assets;
- Respect for the character, biodiversity and landscape/ townscape contribution of the South Common and adjacent Bomber Command Centre memorial, and the integrity and character of Canwick and Bracebridge Heath as distinct and separate villages.

North East Quadrant SUE (NEQ) – Greetwell Area

12.1.5. NEQ lies on the north eastern edge of Lincoln between the existing residential area of Bunkers Hill and the predominantly industrial area at Allenby Road. Sitting within the

Lincoln Eastern Bypass, it forms a natural urban extension to Lincoln. At its closest, the SUE is within 1.5 miles (2.4 km) of Lincoln City Centre. The area is dominated by the former Greetwell Quarry that has been used for both quarrying and mining until relatively recently. Previous ironstone mining will present some challenges and the quarry face has been designated as a Site of Special Scientific Interest (SSSI) on account of its geological make up, so any new development would be expected to maintain and enhance this feature.

12.1.6. In late 2015, part of the NEQ was granted outline consent for up to 500 homes with detailed permission being approved for the first phase in 2019 with development commencing on the site. With the Lincoln Eastern Bypass having been completed the remainder of the site can now come forward too.

12.1.7. Key features of this development include:

- A distinctive new community of one or more defined neighbourhoods that have their own facilities including shops and employment;
- Approximately 1,400 new homes and approximately 5 ha of employment land;
- On-site primary school (two form entry);
- A new centre serving local needs. The scale of provision of such facilities should complement rather than compete with existing centres, including the Carlton Centre;
- Direct access from the Eastern Bypass will not be provided and the main road access points will be from Greetwell Road, Carlton Boulevard and St. Augustine Road;
- Protection, and where appropriate enhancement, of existing natural and historic environmental assets within or near the site, including appropriate management arrangements for visitor access where required. Identified assets include:
 - i. Greetwell Hollow Critical Natural Assets;
 - ii. The geological SSSI of the Greetwell Quarry;
 - iii. Greetwell Quarry Local Wildlife Site; and
 - iv. Archaeological remains including a prehistoric triple ditch boundary, industrial archaeology associated with former ironstone mining in the area, and potential Roman remains.

South West Quadrant SUE (SWQ) – Land at Grange Farm, Hykeham

12.1.8. SWQ lies to the south west of the City of Lincoln to the south of the existing built up area of North Hykeham and to the east and north of South Hykeham Fosseyway and South Hykeham Village, well located for access to Lincoln and the A46. It is close to employment opportunities at Teal Park, St Modwen Park (formerly Network 46), North Hykeham and Lincoln City Centre. Some local services are available close to parts of the development with a wider range of facilities available in the centre of North Hykeham and into the City of Lincoln.

12.1.9. SWQ will be a masterplanned SUE with an agreed Broad Concept Plan and set of design codes. It will be developed up to the existing North Hykeham settlement boundary and down to the line of the proposed North Hykeham Relief Road (the final approved route will form the southern boundary of this SUE), whilst respecting the setting and character of South Hykeham Village. This will be achieved by ensuring a physical separation is maintained between the SUE and the village with open space running east west along the line of the existing beck.

12.1.10. Key features of this development include:

- Approximately 2,000 homes (with the majority being delivered in the plan period) linked to the delivery of the North Hykeham Relief Road.
- Any proposal to deliver early phases of the development in advance of the completion of the North Hykeham Relief Road will not prejudice the potential to deliver the bypass and must be set out in the context of appropriate transport mitigations for the SUE as a whole in terms of phasing, traffic modelling and delivery of the agreed Broad Concept Plan;
- Approximately 5ha of additional employment land to compliment and expand the existing provision at the Boundary Lane Enterprise Park;
- A Local Centre which will include an appropriate level of retail, new primary school, community facilities formal sports pitches and open space that complement and enhance existing provision.

Policy S69: Lincoln Sustainable Urban Extensions

In addition to the generic requirements for Sustainable Urban Extensions in Policy S68, development at the following strategic sites will be required to meet the following locally specific requirements:

COL/BOU/001 – Western Growth Corridor SUE (WGC) – Land at Swanpool, Fen Farm and Decoy Farm

Proposals for the WGC area, as identified on the Policies Map, should provide:

- a) Approximately 3,200 houses;
- b) Approximately 20 ha of land for mixed employment (B Use Classes) and leisure (D2 Use Class) serving the wider Lincoln area for significant local growth and inward investment of strategic importance complimentary to that on the adjacent Lincoln Science and Innovation Park;
- c) A distinctive place to live that has its own identity and respects its local surroundings including key views and vistas of and from Lincoln Cathedral and the historic core of the City and the setting of Decoy Farm scheduled monument and Hartsholme Registered Park;
- d) Comprehensive solutions to drainage and flood risk, guided by an agreed flood risk assessment and water management plan;
- e) A direct route incorporating priority for public transport linking Skellingthorpe Road through to the city centre via the Bevor Street area with connection onto the A46 if required;
- f) Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include park and ride facilities) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy;
- g) A wide range of community facilities including a new Local Centre;
- h) A wide range of open space, recreation and leisure uses, together with consideration of the provision of a regional leisure complex;
- i) A development that maximises the opportunities for low carbon and sustainable design including, if feasible, use of the heat from the Energy from Waste plant at North Hykeham;
- j) Comprehensive solutions to reclaim and remediate the former tip on the eastern part of the site; and
- k) Improved linkages, enhancement and support of green wedges and other green infrastructure. As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4.

Following approval in January 2022, the majority of the Western Growth Corridor currently has the benefit of planning permission which will deliver all the requirements of Policy S69. In the event that additional proposals come forward on any remaining land, development must demonstrate that flood risk, heritage, access and other constraints can be satisfactorily overcome. Any such development proposals should also integrate with the wider Western Growth Corridor site and meet the requirements of Policy S68.

NK/CAN/003 – South East Quadrant SUE (SEQ) – Land at Canwick Heath

Proposals for the SEQ area, as identified on the Policies Map, and which form part of the adopted Broad Concept Plan and Design Code SPD (2020) should provide:

- a) Approximately 6,000 houses in total, of which around 3,500 anticipated to be delivered within the plan period to 2040;
- b) A distinctive place to live that has its own character and physical identity and respects its local surroundings, including key views and vistas of and from Lincoln Cathedral and the historic core of the City, and across the Witham Valley including views of Lincoln from Heighington Road. It will contain different character areas and will have regard to the need to provide appropriate landscape setting for the existing villages of Bracebridge Heath and Canwick, together with the open area of South Common to the north;
- c) A development that protects and enhances the existing important open spaces within and adjacent to the site, as shown on an agreed concept plan, providing an appropriate buffer zone between the South Common and the International Bomber Command Centre memorial and the development;
- d) Extension of the existing green infrastructure network into multi-functional movement networks linking land uses, facilities and amenities which avoids the coalescence of the new community with Bracebridge Heath and Canwick villages;
- e) Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include park and ride facilities or mobility hubs) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy (2020);
- f) Strong connectivity within the development and to the City Centre and adjacent communities through high quality, safe and effective pedestrian and cycling links;
- g) Introduction of bus priority measures from the site to the City Centre, which could be achieved through technological and/or physical infrastructure measures;
- h) No direct access onto the Lincoln Eastern Bypass for motor vehicles and does not prejudice its dualling, with the main road access points from the existing A15, the B1188 and B1131;
- i) A wide range of community / social facilities including a new District Centre which will provide shops, a community centre, and other uses such as a health centre, post office, banking facilities and places of worship, located towards the east of the SUE adjacent to Canwick Avenue;
- j) Development of a Local Centre towards the west of the SUE, close to and complementing the facilities of Bracebridge Heath;
- k) Approximately 7ha of land to provide a wide range of flexible employment opportunities (any job creating Use Classes), provided on-site at appropriate location(s) serving local employment needs to be agreed with the local planning authority;
- l) Development to take account of the relationship between the site and the Lincoln Eastern Bypass, including the provision of gateway features at key access points as well as ensuring that proposed residents are protected from noise, drainage and air quality issues that may be associated with the bypass; and
- m) Improved linkages, enhancement and support of green wedges and other green infrastructure. As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4

COL/ABB/001 – North East Quadrant SUE (NEQ) – Land at the Greetwell Area

Proposals for the NEQ area, as identified on the Policies Map, should provide:

- a) Approximately 1,400 dwellings;
- b) A distinctive place to live that has its own identity and respects its local surroundings including protecting and creating view corridors of and from Lincoln Cathedral and other important buildings on the north escarpment that are integrated into the development as a contribution to its identity and form part of the design context;
- c) Development that protects and enhances the existing important open spaces within and adjacent to the site (including Greetwell Hollow) or provides adequate compensatory open space for any loss and which provides an appropriate buffer zone between the development and Greetwell Hollow and satisfactorily addresses access and any visitor management issues arising from the development;
- d) Development that protects and enhances the setting of the designated heritage assets at Greetwell and the designated SSSI at Greetwell Quarry and which ensures where practicable that the archaeology of ironstone mining is retained with appropriate interpretive material on site;
- e) Development which addresses the geotechnical issues such as ground stability and mining voids relating to the site and its development;
- f) Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include park and ride facilities) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy;
- g) High quality, safe and effective pedestrian and cycling links both within and adjoining the development, including links to the National Cycle Route 1 and Sustrans Local Routes;
- h) No direct access onto the Lincoln Eastern Bypass and does not prejudice its dualling;
- i) Make provision for an access point to the south via a new junction onto the improved Greetwell Road and to the north via accesses onto Carlton Boulevard and St Augustine Road;
- j) A range of community / social facilities including a local centre that complements and does not compete with the nearby Carlton Centre;
- k) Approximately 5 ha of land to provide a wide range of flexible employment opportunities (any job creating Use Classes), provided on-site at appropriate location(s) serving local needs to be agreed with the local planning authority;
- l) Development to ensure that proposed residents are protected from noise, drainage and air quality issues that may be associated with the Lincoln Eastern Bypass; and
- m) Improved linkages, enhancement and support of green wedges and other green infrastructure. As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4

NK/NHYK/001 – South West Quadrant SUE (SWQ) – Land at Grange Farm, Hykeham

Proposals for the SWQ area, as identified on the Policies Map, should provide:

- a) Approximately 2,000 dwellings;
- b) A distinctive place to live that has its own identity and respects its local surroundings while providing a distinctive gateway into the City with high quality urban design standards;
- c) A development that protects and enhances the existing important open spaces within and adjacent to the site and extends the existing green infrastructure into multi-functional movement networks linking land uses, facilities and amenities including the protection of the setting and identity of South Hykeham village. As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4;
- d) A primary access road will connect to Meadow Lane to the north east through the site to Boundary Lane to the south. No direct access to the North Hykeham Relief Road for

motor vehicles will be permitted other than the proposed junction with Boundary Lane to the immediate south of the SUE. Any proposal to deliver early phases of the development in advance of the completion of the North Hykeham Relief Road will be informed by a transport assessment, traffic modelling and any associated mitigation in line with the agreed Broad Concept Plan. Such proposals will be supported where it is demonstrated that the proposal can be delivered in advance of the North Hykeham Relief Road and will not undermine its delivery;

- e) Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include mobility hub facilities) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy;
- f) A wide range of community facilities within a local centre;
- g) Approximately 5 ha of land for employment (B and E Use Classes) expanding the Boundary Lane Enterprise Park linking with Roman Way; and
- h) Undertake a detailed odour assessment to demonstrate no adverse impact on future residents.

12.2. Gainsborough Sustainable Urban Extensions

- 12.2.1. In addition to development within the existing built up area, two large scale Sustainable Urban Extensions (SUEs) have been identified for the long term sustainable growth of Gainsborough.
- 12.2.2. These SUEs (Southern and Northern) will commence delivery in the plan period and continue to deliver throughout the plan period. A third site (Eastern) is identified as a 'broad location' for future growth post 2040, but is not expected to commence within the plan period.
- 12.2.3. The following policy provides further site detail and requirements for development within the SUEs.

Gainsborough Southern Neighbourhood SUE

- 12.2.4. This area of land is south of the existing built up area of the town. Outline planning consent for development of this SUE was granted in 2011 and reserved matters for phase one was approved in 2020 with work having started on this site.
- 12.2.5. The works being undertaken include the provision of key infrastructure which will open up subsequent phases of the site.

Gainsborough Northern Neighbourhood SUE

- 12.2.6. This area is to the north of Gainsborough, and received outline planning permission in September 2020.

Policy S70: Gainsborough Sustainable Urban Extensions

In addition to the generic requirements for SUEs in Policy S68, development will be required to meet the following specific requirements:

WL/GAIN/015 – Gainsborough Southern Neighbourhood SUE

The Gainsborough Southern Neighbourhood SUE, as identified on the Policies Map, is allocated for approximately 2,500 dwellings.

Development of this SUE is likely to come forward in accordance with the planning consents issued. However, should an alternative permission be sought for the site then in addition to the generic requirements for SUEs in Policy S68, development will be required to meet the following specific requirements:

- a) Approximately 4ha of land for employment (E(g)/B1 Use Classes) to accommodate uses such as small offices and start-up business premises;
- b) Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland to enhance connectivity and reduce habitat fragmentation of Warren Wood, Lee Wood and Bass/Park Springs Wood Ancient Woodlands while also avoiding or mitigating any risk of wildlife disturbance;
- c) As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4; and
- d) A new Local Centre of an appropriate scale, providing for retail, services and community uses to support the new community.

WL/GAIN/001 – Gainsborough Northern Neighbourhood SUE

The Gainsborough Northern Neighbourhood SUE, as identified on the Policies Map, is allocated for approximately 2,500 dwellings. In addition to the generic requirements for SUEs in Policy S68, development will be required to meet the following specific requirements:

- a) Approximately 7ha of land for employment (E(g)/B1 Use Classes). Employment premises provided must include start-up and small business premises;
- b) Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland to enhance connectivity and reduce habitat fragmentation of Blybro Spring Woods, Birch Woods and Wharton Woods Ancient Woodlands while also avoiding or mitigating any risk of wildlife disturbance;
- c) As this SUE is within or includes an area of Biodiversity Opportunity proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4; and
- d) A new Local Centre of an appropriate scale, providing for retail, services and community uses of a local nature.

12.3. Sleaford Sustainable Urban Extensions

- 12.3.1. Sleaford is identified to accommodate around 12% of Central Lincolnshire's growth in new homes and employment land over the plan period. Most of the growth will be focused in two large scale Sustainable Urban Extensions (SUEs) to the existing built up area of Sleaford, known as Sleaford South Quadrant (now known as Handley Chase) and Sleaford West Quadrant that can be masterplanned with appropriate infrastructure, a range of facilities and fully integrated with Sleaford.

Sleaford South Quadrant (Handley Chase)

- 12.3.2. Handley Chase will be a natural expansion to the main built up area to the South of the town and should be fully integrated with existing communities and provide for much needed services in this part of Sleaford. Whilst the site is not considered to be appropriate

for large scale employment uses due to impacts on the highway network, it has the potential for small scale employment workspace.

Sleaford West Quadrant

- 12.3.3. Sleaford West Quadrant is located west of the town in close proximity to the A15. The site offers an opportunity to diversify the existing employment offer of the town through the provision of high quality employment integrated into an attractive residential environment, benefitting from a prominent position and access to the A15. The development should include a minimum of 3 ha of employment land adjacent to the A15 targeted towards knowledge intensive enterprise (E(g) use class). This will add to the diversity of employment opportunities available in the town. It will also accommodate land for a new health care facilities and secondary school facility to meet the educational needs of Sleaford's growing population.

Policy S71: Sleaford Sustainable Urban Extensions

The growth and regeneration of the Sleaford area will be delivered through a co-ordinated and sustainable approach to planning and development, linking housing and economic growth with infrastructure improvements, whilst protecting and enhancing Sleaford's natural environment, heritage assets and local distinctiveness.

In addition to the generic requirements for Sustainable Urban Extensions in Policy S68, development at the following strategic sites will be required to meet the following specific requirements:

NK/SLEA/014 – Sleaford South Quadrant SUE (Handley Chase)

Development at Handley Chase, as identified on the Policies Map, should result in the creation of a comprehensively planned, new sustainable neighbourhood to the South of Sleaford, comprising around 1,450 dwellings. The first phase of development should take place on the land immediately adjoining the existing built up area of Sleaford and include the provision of the new Local Centre.

Development of this SUE is likely to come forward in accordance with the outline planning permission granted for the site in 2015. However, should an alternative permission be sought for the site, then in addition to the requirements for SUEs in Policy S68, proposals for this area should:

- a) deliver a new Local Centre of a sufficient scale to meet the day-to-day needs of the Sleaford South new community and nearby residents, and to include:
 - i. a community centre;
 - ii. retail units;
 - iii. a public house;
 - iv. a care home site; and
 - v. provision for small start-up offices.
- b) provide vehicular access via London Road only, but incorporate cycle and pedestrian connections into the adjoining Southfields Estate;
- c) provide appropriate transport mitigation measures, having particular regard to measures to mitigate any adverse transport impacts on Holdingham Roundabout, Silk Willoughby, Quarrington, King Edward Street and Castle Causeway, the junction between London Road and Grantham Road and minor roads linking London Road to Grantham Road;
- d) deliver an extension of a shared footpath and cycleway along London Road;
- e) maximise the opportunities associated with the proximity of the site to the Sleaford Railway Station and include measures to encourage rail travel;

- f) provide on-site a network of green infrastructure and public open space which links into the wider green infrastructure network for the Sleaford area, maximising the potential (and mitigating the impacts) associated with Moor Drain, and which achieves strong, though carefully planned, connections to Mareham Pastures Local Nature Reserve;
- g) provide on-site sports pitches, a site for a pavilion/changing facility and allotments.

NK/SLEA/015 – Sleaford West Quadrant SUE (Land to the west of Drove Lane and to the east of the A15)

Development at Sleaford West Quadrant, as identified on the Policies Map, will result in the creation of comprehensively planned, new sustainable neighbourhood to the West of Sleaford of 1,400 dwellings. The first phases of development are likely to include the provision of an appropriate, limited scale (informed by traffic modelling) of residential development served from Covell Road, Stokes Drive and St Deny's Avenue. The provision of a new roundabout off the A15 will be required to deliver subsequent phases of the development. In addition to the requirements for SUEs in Policy S68, proposals for this area should:

- a) deliver a new local centre to meet the day-to-day needs of Sleaford West Quadrant new community and nearby residents, incorporating provision of local retail facilities, services and community uses;
- b) provide a new healthcare facility adjoining the local centre;
- c) provide approximately 3ha of mainly use class E(g) employment land including a range of premises to complement the existing employment offer in the Sleaford area;
- d) support the delivery of the Sleaford East West Leisure Link to connect the town centre to adjacent green spaces and improve connectivity, as identified in the Sleaford Masterplan;
- e) ensure access is provided via The Drove for pedestrians, cyclists, buses, existing residents and businesses, allotment holders and a limited number of new dwellings;
- f) provide, in line with the aims of the Sleaford Transport Strategy, primary vehicular access for the development via a new junction with the A15 with secondary accesses to be provided from Covell Road, Stokes Drive, St Deny's Avenue and The Drove;
- g) prevent vehicular access to the A15 from or through the development via routes other than those set out in e and f above;
- h) provide, in line with the aims of the Sleaford Transport Strategy, appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of travel, with a particular emphasis on maximising opportunities associated with the proximity to the River Slea and connections to the Town Centre and provide appropriate mitigation of impact on the Holdingham Roundabout;
- i) provide on-site green infrastructure and public open space, which links into the wider green infrastructure network for the Sleaford area and includes multifunctional, dual use of the school playing fields;
- j) incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4 as this site is within or adjacent to an area of Biodiversity Opportunity;
- k) ensure that the development is safe from flooding from the River Slea through the application of the sequential approach to inform the site layout, ensuring that vulnerable land uses are, where possible, directed to lower areas of risk or are appropriately mitigated;
- l) preserve the setting of the historic settlement of Holdingham; and
- m) incorporate a site for the provision of a secondary school facility to meet the needs of Sleaford's growing population.

12.4. Regeneration and opportunity areas

- 12.4.1. There are a number of areas within Central Lincolnshire where development or redevelopment is either sought or expected and where a planning policy framework would help to ensure that the future of the site or area is sustainable. The reason for needing such a framework depends on the pressure for change and the context of each site and the inclusion of an area in this section should be seen as an in-principle support for change, providing it is consistent with the ambitions for the site.
- 12.4.2. Given the varying levels of uncertainty for each site and the different specific reason for wanting to manage growth in each location, some policies are more or less flexible than others. Relevant development proposals in all locations should be subject to the corresponding policy and other policies in this plan.
- 12.4.3. The relevant District Councils may seek to progress a masterplan, design code, or other site specific guidance.

Lincoln Regeneration and Opportunity Areas

- 12.4.4. There are a number of locations near to Lincoln City Centre which contribute significantly to the overall offer of the city or where there are substantial opportunities for regeneration.

Policy NS72: Lincoln Regeneration and Opportunity Areas

Development proposals that come forward within the Regeneration Opportunity Areas, as identified on the Policies Map, should take into account the following principles:

ROA1 – Tentercroft Street

Within the area identified on the Policies Map as ROA1 proposals for major development will preferably be progressed through a masterplan prior to, or alongside a planning application. Development proposals should recognise the edge of centre position of this site and proximity to the transport hub and primary shopping centre making the most of opportunities to strengthen the offer of the City Centre, whilst not undermining the role of the City Centre.

ROA2 – Waterside North/Spa Road

Within the area identified on the Policies Map as ROA2 proposals for major development will preferably be progressed through a masterplan prior to, or alongside a planning application. Particular support will be given to residential redevelopment either solely or as part of a mixed use scheme with E Class Uses or other uses that are appropriate in this edge of centre location.

Any major development proposal shall take full advantage of the opportunities afforded by the riverside frontage and provide or contribute proportionately to the upgrading of Waterside North to incorporate footway/ cycleway provision to and from the City Centre.

ROA3 – East of Canwick Road

Within the area identified on the Policies Map as ROA3 proposals for major development will preferably be progressed through a masterplan prior to, or alongside a planning application. Particular support will be given to residential redevelopment either solely or as part of a mixed use scheme with E Class Uses or other uses appropriate for the location.

Any development shall contribute proportionately to the upgrading of footway/ cycleway provision to encourage a modal shift for the short journeys to and from the City Centre.

ROA4 – Firth Road

Within the area identified on the Polices Map as ROA4 proposals for major development will preferably be progressed through a masterplan prior to, or alongside a planning application. Particular support will be given to residential redevelopment on the site either solely or as part of a mixed use scheme with E Class Uses or other uses appropriate for the location.

Any development shall contribute proportionately to the upgrading of footway/ cycleway provision to encourage a modal shift for the short journeys to and from the City Centre.

ROA5 – High Street South Mixed Use Area

Within the area identified on the Polices Map as ROA5 development proposals for the following uses will be supported in principle:

- Shops, financial and professional services, cafes and restaurants, offices, clinics, health centres and leisure uses falling under E Use Class;
- Residential uses including dwellings, residential institutions and student accommodation;
- Hotels or other visitor accommodation; and
- Other community, leisure or recreation uses.

The above in principle support on ROA5 is subject to:

- a) The development not resulting in the area in which it is located losing its mixed use character;
- b) Major developments including, or contributing to, a mixture of uses sufficient to add to the overall vitality of the area and to create a purpose and presence extending beyond normal shopping hours;
- c) The development not harming the local environment or the amenities which occupiers of nearby properties may reasonably expect to enjoy, such as causing unacceptable levels of disturbance, noise, smell, fumes, dust, grit or other pollution, or reducing daylight, outlook or privacy to an unacceptable degree;
- d) The development not resulting in levels of traffic or on-street parking which would cause either road safety or amenity problems; and
- e) Dwelling houses or other homes not being lost to non-residential uses unless:
 - i. The level of amenity available in any particular instance is already so poor that continued residential use is not desirable and there is no realistic prospect of the problem(s) being remedied; or
 - ii. The overall development will maintain or produce a net numerical gain in the number of dwellings on the site.

Gainsborough Regeneration and Opportunity Areas

- 12.4.5. The evolution and growth of Gainsborough is closely linked with the River Trent dating back to the Middle Ages. The character and appearance of the riverside area is strongly influenced by the development that took place during the Industrial Revolution.
- 12.4.6. The Gainsborough Riverside Conservation Area adjoins the Town Centre Conservation Area at the junction of Silver Street and Caskgate Street and forms a linear pattern along Bridge Street and Lea Road. Forming the key view from the west into the Town, the Riverside forms a dramatic, distinctive and impressive landscape.
- 12.4.7. Whittons Gardens were established after the introduction of Caskgate Street in the 1970's and are sandwiched between the highway and the Trent. The space is a priority area for improvement and regeneration and as such formed part of the District Council's successful bid for Levelling Up Funding announced in 2021. As such this area is

considered to be a key part of the integrated approach to the overall renewal opportunity of the riverside.

- 12.4.8. The redevelopment of the Riverside provides the opportunity to deliver high quality development which draws upon the rich industrial and historical heritage of the town. As the western anchor to the town centre, the riverside would become a destination and focal point for investment. To enhance the towns current offer, a mix of uses would be appropriate, which could include office, leisure and residential.

Policy NS73: Gainsborough Riverside Regeneration Area

ROA6 – Gainsborough Riverside

Development proposals within the Gainsborough Riverside Regeneration Area, shown on the Policies Map as ROA6, will be supported in principle. This in principle support will apply to existing uses and a range of uses which are appropriate in this location including office, leisure, or residential uses. Proposals should not undermine the achievement of the ambitions for this regeneration area, as set out in a)-g) below.

Proposals will be viewed particularly favourably where they:

- a) Protect, enhance or restore the historic identity of the town;
- b) Strengthen the connection between the river and the town;
- c) Make the most of the riverside location enhancing;
- d) Deliver innovative design or design excellence which provides visual interest;
- e) Contribute positively to the Conservation Area;
- f) Expand leisure opportunities related to the riverside; and/or
- g) Enhance public spaces and green infrastructure.

Sleaford Regeneration and Opportunity Areas

- 12.4.9. There are a number of areas which present opportunities for regeneration or renewal in the Sleaford area, many of which are included in the Sleaford Masterplan. Each of these areas have the potential to contribute substantially to Sleaford's offer.

Policy NS74: Sleaford Regeneration and Opportunity Areas

Development proposals that come forward within the Regeneration Opportunity Areas, as identified on the Policies Map, should take into account the following principles:

ROA7 – Advanta Seeds Site

Within the area identified on the Policies Map as ROA7 development proposals will be supported in principle where:

- a) It is for uses appropriate in a town centre location, potentially including mixed use development and residential development;
- b) It creates a strong physical and functional link with Southgate and the town centre;
- c) The access to the site for motorised vehicles is from a new junction with Boston Road;
- d) Pedestrian and cyclist access is provided to Southgate; and
- e) It makes a reasonable and proportionate provision for a replacement sporting facility for the existing bowls club within the development unless it can be demonstrably shown that such a facility is no longer required.

ROA8 – Former Bass Maltings Site

Within the area identified on the Policies Map as ROA8 a sensitive redevelopment of the site will be supported where it:

- a) Will preserve, enhance and secure the future of all the buildings at the former Bass Maltings complex through an appropriate residential-led mixed use scheme;
- b) Preserves and enhances the special setting of the buildings, emphasising their historic connection to the neighbouring agricultural land;
- c) Demonstrates that the proposals represent a viable use through a supporting viability assessment; and
- d) Ensures that any proposal that requires a form and scale of enabling development is fully justified having regard to the operative guidance at the time.

ROA9 – Former Hospital Buildings, Greylees

Within the area identified on the Policies Map as ROA9 a sensitive residential-led mixed use redevelopment of the site will be supported where it:

- a) Will retain and convert all the important buildings within the designated Rauceby Hospital Conservation Area and its setting including the Admin Block, all the 6 ward blocks, the nurses' quarters and conservatory;
- b) Improves connections to the adjacent areas of Greylees through delivering pedestrian and cycle links and the upgrade of Hine Avenue;
- c) Preserves and enhances the character, setting and significance of the Rauceby Hospital Conservation Area and Grade II Listed Registered Park and Garden as part of a heritage-led landscape scheme; and
- d) Protects and enhances existing green infrastructure within and adjacent to the site.

RAF Scampton Opportunity Area

- 12.4.10. RAF Scampton originated as a First World War training aerodrome for the Royal Flying Corps and Home Defence Flight Station, but this closed within two years of the end of the First World War. It was then reactivated in the 1930s, with squadrons in action from the first day of the Second World War. As a Bomber Command airfield, Scampton was the base for 617 Squadron – “The Dambusters”. It is the only RAF station from which three airmen were awarded the Victoria Cross, including the youngest ever recipient of the award in the RAF. During the Cold War, Scampton was also one of only two RAF Vulcan bomber bases to pioneer rocket technologies from 1958 until 1970 through the deployment of the revolutionary ‘Blue Steel’ missile.
- 12.4.11. Scampton has been the home of the RAF aerobatic team the Red Arrows since 1983, except for a period between 1995 and 2000 when the base was temporarily closed.
- 12.4.12. The base comprises a number of military buildings, including four large aircraft hangars within a substantial wider site of about 480ha. It is located approximately 5 km north of the City of Lincoln at the top of the Lincoln Cliff, adjacent to the A15 within open countryside.
- 12.4.13. At the current time it is expected that the airbase will be decommissioned by the end of 2022. It is also expected that the Red Arrows will continue to use airspace over Scampton as a main practice and training space, but with their ground operations being relocated to RAF Waddington. However the final decision and timescales are yet to be finalised.
- 12.4.14. Scampton’s RAF heritage is deeply ingrained in the site including the buildings, streets, spaces, trees and landscaping and therefore what remains when the RAF moves out of

Scampton will continue to be influenced by its military past. Beyond the site itself, the importance of the airspace above RAF Scampton is also recognised by the protection it is given in The Air Navigation (Restriction of Flying) (Royal Air Force Scampton) (Restricted Zone EG R313) Regulations 2016.

12.4.15. There is already a community at RAF Scampton and this will continue to be the case once the RAF departs. It is vital that the future of the community is well managed to ensure a sustainable future for current and future residents. Therefore this Local Plan will look to ensure that the impacts of this change are well managed to deliver the best possible outcomes for the community through future joint working between the District Council, Ministry of Defence and other involved partners, whilst also delivering value for money from the site disposal.

12.4.16. The significant presence of the RAF in Central Lincolnshire has also seen the development of a large number of businesses operating locally which specialise in defence technology, unmanned drone technology and other related fields. These industries are expected to remain locally with the continuing RAF presence even with RAF Scampton due to be closed.

12.4.17. Due to the uncertainty which surrounds the future of the base, the primary role of this policy is to safeguard the future of RAF Scampton, supporting measures that will enhance and protect the area, whilst remaining adaptive and responsive to future decisions on the disposal and development of the site.

12.4.18. Key issues include:

- The unique and important site is considered to be of national significance in its contribution to the evolution of aviation technology from propeller to jet aircraft. One of the few remaining sites which retains many of the physical structures and original layout associated with its rich heritage and prominence in national history, including two world wars and the Cold War.
- The continued importance of and potential ongoing need to use airspace above the site for activities related to the RAF aerobatic team and potential to use the airspace for wider defence needs or commercial enterprise, and the related constraints this would have for any redevelopment or repurposing of the site – the importance of which needs to be fully understood before the site can be developed. The unique conditions at RAF Scampton could be of significant local or national importance or could offer significant commercial opportunities to boost the economy.
- The protection, promotion and enhancement of existing heritage assets in recognition of the important role RAF Scampton has played both in terms of military and social history.
- The isolated nature of the site and challenges in relation to integration and improved access both across the site itself and to other settlements, supporting connectivity and future sustainability.
- The risk of fragmented and inconsistent management and maintenance of infrastructure across the site and challenges around infrastructure specification and standard affecting opportunities for future public authority adoption.
- The prominent position at the top of the Lincoln Cliff and potential for landscape impacts from new development.
- The sparse nature of the buildings currently on site and visual impacts from additional and different development on the site.

- Continued support of the existing wide-range of community facilities on the base during and after the base is decommissioned.
- The retention and development of existing employment opportunities outside of those directly related to the current RAF operations.

12.4.19. It is essential that these key challenges are carefully managed to ensure that RAF Scampton continues to contribute positively to Central Lincolnshire and to ensure the community can continue to flourish. This will be achieved through joint working, community engagement and through the agreement of a comprehensive masterplan detailing how the site will look, feel, operate, prosper and endure. This masterplan will likely be produced as a Development Plan Document, potentially as an Area Action Plan or through a single policy review of the Local Plan.

Policy S75: RAF Scampton

RAF Scampton is identified as an opportunity area and is defined on the Policies Map as ROA10. This policy is in place to safeguard RAF Scampton in the event that the Ministry of Defence withdraw from the site and to provide a framework to help ensure any redevelopment is sustainable and holistically planned.

The preparation of a masterplan with the status of a Development Plan Document, either through a single policy review of this Local Plan or as an Area Action Plan will be required prior to a planning application being submitted. Major development proposals on the site not detailed in a masterplan, or any proposals that will result in a conflict between uses, safety concerns in connection with the ongoing use of the site or the airspace, or which delivers substandard development will not be supported.

The site masterplan will be expected to:

- a) Set out the layout, mix and scale of uses, including the relationship with existing uses;
- b) Establish design parameters in relation to building heights, materials, landscaping, circulation, key features and views, and the navigation and connectivity through the site;
- c) Assess impacts on the landscape and views and proposed mitigation to make any impacts acceptable;
- d) Detail the delivery of an adequate amount and range of infrastructure to support the community on the site to be delivered in tandem with or ahead of development;
- e) Provide a detailed transport assessment including the delivery of sustainable transport and active travel to be incorporated in the scheme linking the new settlement with other key settlements including Lincoln, that will ensure that reliance on the private car is minimised on the site;
- f) Evaluate and fully understand the significance and character of RAF Scampton, including both its historic layout and individual buildings and structures – with proposals for the site retaining and reflecting the historic character of the site, preserving and enhancing heritage assets and their settings as part of any scheme³¹;
- g) Be supported by a site-specific energy and embodied carbon strategy for the site which investigates the opportunities on the site to deliver net zero carbon development including the potential to offset the energy use of existing homes on the site;
- h) Detail the engagement that has taken place with the community and necessary infrastructure providers and how any necessary mitigation identified has been incorporated in the masterplan;
- i) Demonstrate that adequate utilities provision can be achieved to support the scale of development proposed;

³¹ The RAF Scampton Historic Characterisation document produced in 2004 provides a useful starting point for this – <https://historicengland.org.uk/images-books/publications/raf-scampton-historic-characterisation/>

- j) Identify how the scheme will integrate with the existing community;
- k) Demonstrate any ongoing use or operation at the site or in the airspace and provide a full assessment of how this use will be compatible with the proposals and will not hinder its deliverability or sustainability or result in any safety or amenity concerns. This will include consultation with the Ministry of Defence;
- l) Set out details of phasing of development and infrastructure and construction management plans including assessment of the impact on the community;
- m) Provide a clear demonstration that the proposed scheme will be deliverable and viable;
- n) Detail how the scheme will satisfy the policies of the Development Plan; and
- o) Demonstrate how the scheme will protect and enhance the natural environment and ecological networks by achieving net gains in biodiversity.

Development proposals on the site that are consistent with the approved masterplan will be supported.

13. Site Allocations

- 13.0.1. The following section identifies the sites being allocated to deliver the Local Plan requirement for 24,244 new dwellings between 2018 and 2040 and other sites which are identified as likely to undergo some change during the plan period.
- 13.0.2. Sites being allocated in this plan have been assessed against a site selection process which is set out in the supporting Evidence Report, which explains the detailed methodology and site selection criteria.

13.1. Housing Trajectory

- 13.1.1. Details of the geographic distribution and planning status of sites making up the supply are provided in Table 1.
- 13.1.2. In Table 1, column (a) presents the approximate dwellings requirement figure based on the growth and distribution targets set out in Policy S2, for which provision must be made over the period 1 April 2018 to 31 March 2040, broken down according to the location in the first column.
- 13.1.3. Column (b) provides details of the net dwellings completed between 1 April 2018 and 31 March 2020 – the latest available monitoring date.
- 13.1.4. Column (c) provides details of sites with permission for fewer than 10 dwellings at 31 March 2020. This Local Plan does not allocate sites for fewer than 10 dwellings.
- 13.1.5. Column (d) provides details of sites with permission for 10 or more dwellings at 31 March 2020. This includes sites allocated in the 2017 Local Plan. Sites with extant permission for 10 or more dwellings are included as allocations in Policies S76-S82.
- 13.1.6. Column (e) provides details of the number of homes on allocated sites in this plan that did not have planning permission at 31 March 2020. This includes allocated sites in the 2017 Local Plan which are being carried forward into this plan.
- 13.1.7. Column (f) identifies the number of dwellings expected to come forward through windfall development on small sites in Lincoln. At present no allowance is made for any additional dwellings on other sites outside of Lincoln, although the plan provides a flexible framework for such sites to come forward.
- 13.1.8. Column (g) shows the number of dwellings that are expected to come forward during the plan period from all of the sources in columns (b) to (f) for each area of distribution and for all of Central Lincolnshire. It is important to note that some SUEs are expected to continue to deliver beyond the plan period – this additional long term development is not included in this table.
- 13.1.9. Column (h) then shows the relationship between the expected delivery in column (g) against the strategic distribution in column (a). This shows that overall there is a surplus against the requirement of 10,428 dwellings against the housing requirement across Central Lincolnshire. Such a buffer is useful and appropriate for a plan with a 20 year time period, as it allows for a degree of flexibility in the plan, including any losses

(demolition) which may occur or any sites which do not deliver as much or as quickly as expected.

- 13.1.10. In addition to the geographic distribution and planning status of allocated sites, information about the expected timescales for delivery of each of the site allocations in this plan is provided to show the chronological distribution of housing throughout the plan period – this is known as a housing trajectory. To inform this trajectory an estimate has been made as to when each site will actually deliver units on the ground. These estimates are then combined to create an overall trajectory of all sites for Central Lincolnshire. The trajectory is provided in Table 2 and Figure 1.

Distribution of housing and site status break down

Table 1: Geographic Distribution and Planning Status of Housing Supply in Central Lincolnshire 2018-2040

	(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)
	Local Plan Strategic Distribution 2018-2040		Completions 2018-2022	Small sites with permission at 31 March 2022	Allocations and other large sites with permission at 31 March 2022	Allocations without permission at 31 March 2022	Growth assumptions from windfall	Total during plan period 2018-2040	Difference from Local Plan Strategic Distribution
Lincoln Strategy Area	15,516	64%	3,745	587	5,799	11,090	-	21,221	5,705
Gainsborough	2,909	12%	340	61	2,538	162	-	3,101	192
Sleaford	2,909	12%	389	27	2,256	757	-	3,429	520
Elsewhere	2,909	12%	931	722	1,748	1,564	-	4,965	2,056
Total	24,244	100%	5,405	1,397	12,341	13,573	1,956	34,672	10,428

The location of new dwellings 2018 to 2040 considered against the distribution in Policy S2

- (a) – see Local Plan Policy S2 for details of housing requirement and distribution
- (b) – dwelling completions from 1 April 2018 to 31 March 2022
- (c) – dwellings on sites with permission at 31 March 2022 for fewer than 10 dwellings
- (d) – dwellings on sites with permission at 31 March 2022 for 10 or more dwellings
- (e) – dwellings on sites allocated in Local Plan Policies S76-S82 without permission at 31 March 2022.
- (f) – dwellings anticipated from small sites in Lincoln urban area once small sites with permission have delivered – 150 dwellings per year
- (g) – total number of dwellings expected in geographic area in the plan period of 2018-2040
- (h) – amount over or under the strategic distribution figure in column (a)

Local Plan Housing Trajectory Table

Table 2: Housing Trajectory Table for Central Lincolnshire 2018-2040

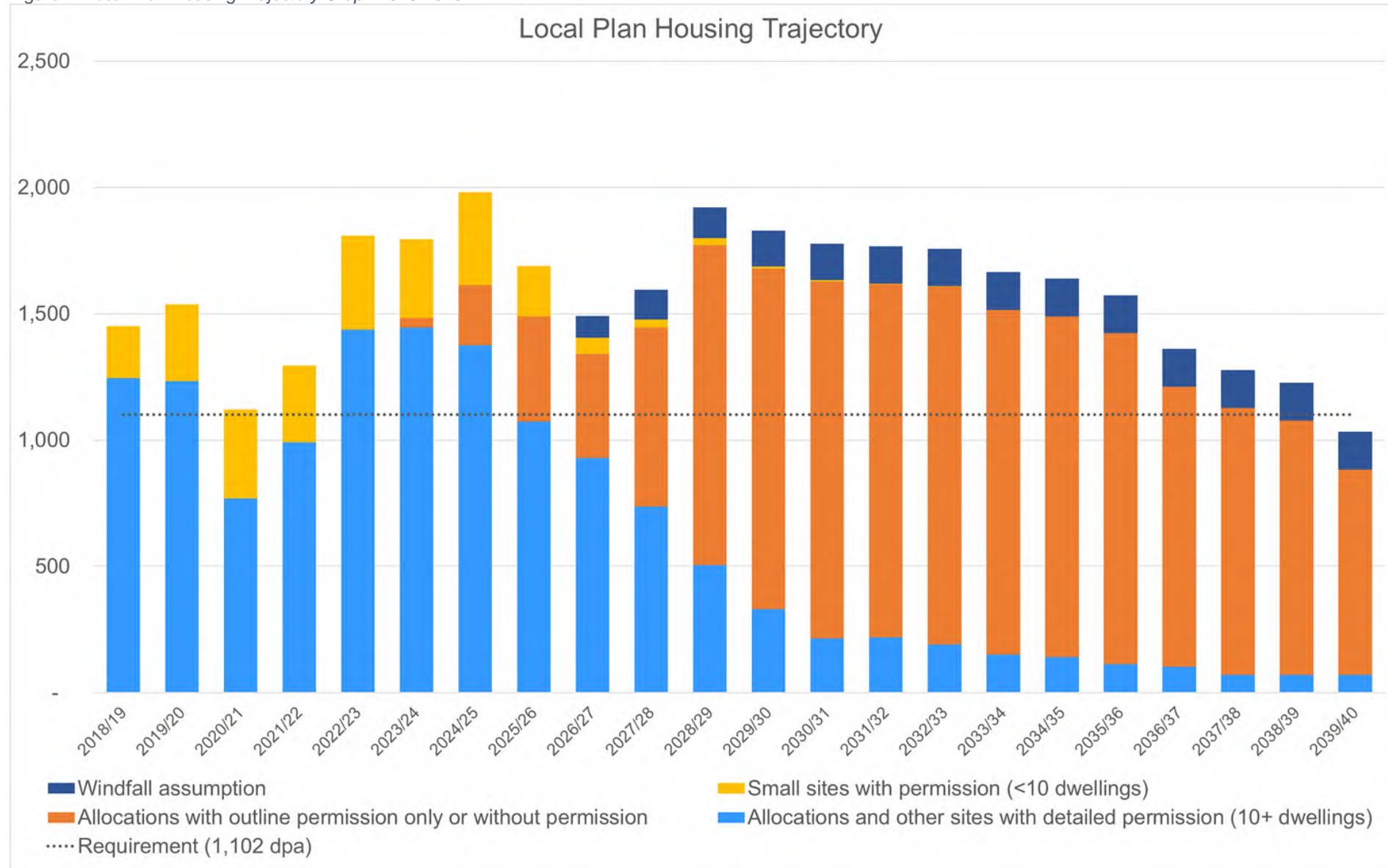
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	Total plan period
Year of plan period	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19	Yr20	Yr21	Yr22	
Allocations and other sites with detailed permission (10+)	1,246	1,233	769	992	1,437	1,445	1,376	1,074	930	736	504	331	214	219	190	150	140	113	102	70	70	70	13,411
Allocations with outline permission only or without permission						38	237	415	411	710	1,268	1,348	1,413	1,398	1,417	1,365	1,350	1,310	1,109	1,058	1,008	813	16,668
Small sites with permission (<10 dwellings)	205	305	352	303	372	313	368	200	65	31	27	8	7	3	3								2,562
Windfall assumption									85	119	123	142	143	147	147	150	150	150	150	150	150	150	1,956
Requirement (1,102 dpa)	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	1,102	24,244
Total	1,451	1,538	1,121	1,295	1,809	1,796	1,981	1,689	1,491	1,596	1,922	1,829	1,777	1,767	1,757	1,665	1,640	1,573	1,361	1,278	1,228	1,033	34,597

Table note: the table has been colour coded to differentiate between different phases of the plan period as follows:

- Grey – Years 1-4 (2018-2022) have been delivered.
- Blue – Years 5-9 (2022-2027) is the five year period from the plan being finalised and submitted.
- Yellow – Years 10-22 (2027-2040) is the remainder of the plan period.
- Orange – Total delivery across the plan period.

Local Plan Housing Trajectory Graph

Figure 1: Local Plan Housing Trajectory Graph 2018-2040



13.2. Residential Site Allocations

- 13.2.1. Policies S76-S82 provide details of sites being allocated for residential development. With the exception of Policy S76 which deals with the residential development expected at SUEs, the sites are separated out by position in the Settlement Hierarchy as is set out in Policy S1.
- 13.2.2. In Policies S77-S82, each site allocated for residential development has a figure in the column headed 'Indicative dwellings during plan period 2018-2040'. For sites with permission the figure is the total number of dwellings with planning permission on the site or, if the site is already under construction, it is accompanied by the remaining number of dwellings (as at 1 April 2021) still to be completed in accordance with the permission. Where the site is without planning permission, the figure is in most cases an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density which would be appropriate for the area in which the site is located. However, there are a few exceptions to this where information in pending applications, or in design-led schemes that have been submitted to a district for example, has been agreed as being more appropriate than the density assumptions. There is a full explanation of the assumptions made in the published Evidence Report.
- 13.2.3. The indicative numbers of dwellings are used to demonstrate how the Local Plan requirement can be met. It is emphasised that they are only 'indicative', and do not represent a fixed policy target for each individual site.
- 13.2.4. Developers are encouraged to produce the most appropriate design-led solution, taking all relevant Local Plan policies and national policy into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the column headed 'indicative dwelling figure'.
- 13.2.5. The site allocations policies are separated out to distinguish between SUEs and then by tier of the Settlement Hierarchy and within each policy sites are sorted alphabetically by district and then settlement name.

Residential Development from Sustainable Urban Extensions (SUEs)

- 13.2.6. Policy S76 relating to the SUEs should be read in conjunction with the overall SUEs Policies S69-S71.

Policy S76: Residential Development on Sustainable Urban Extensions

The following sites, as identified on the Policies Map, are allocated as SUEs for mixed use development in accordance with the SUEs Policies in Chapter 12.

Ref	Site name/address	Area (ha)	Expected dwellings during plan period 2018-2040*	Indicative total dwellings
COL/ABB/001	North East Quadrant, Land at Greetwell area, Lincoln	82.9	1,400	1,400
COL/BOU/001	Western Growth Corridor, Lincoln	355	Up to 3,200	3,200

NK/CAN/003	South East Quadrant Canwick Heath	469.9	Up to 3,400	6,000
NK/NHYK/001	South West Quadrant, Land at Grange Farm, Lincoln	133.5	Up to 1,300	2,000
WL/GAIN/001	Gainsborough Northern Neighbourhood SUE	128.9	Up to 750	2,500
WL/GAIN/015	Gainsborough Southern Neighbourhood SUE	143	Up to 1,500	2,500
NK/SLEA/014	Sleaford South Quadrant (“Handley Chase”)	59.8	1,450	1,450
NK/SLEA/015	Sleaford West Quadrant, The Drove	72.9	Up to 900	1,450
Total			Up to 13,900	18,000

* Whilst it is not expected that all dwellings on each of the Sustainable Urban Extensions will be delivered within the plan period this figure should not be viewed as a ceiling for delivery.

Residential Site Allocations

- 13.2.7. Within the following policies S77-S82 the final column also includes some site specific policy requirements for the delivery of some sites in addition to other policy requirements set out in the development plan. These are included where it is necessary to make the delivery of the site acceptable in principle. It also includes informatives which are intended to bring matters to the attention of applicants and decision takers at the earliest opportunity so they can be properly considered – this includes where sites are within a minerals safeguarding area or area of search, where surface water flood risk is present on a site, or where it is within a biodiversity opportunity area. Where this is empty for a site, the policies of the development plan should be applied.

Policy S77: Housing Sites in the Lincoln Urban Area

The following sites, as identified on the Policies Map, are allocated primarily for residential development within the Lincoln Urban Area:

Ref	Site name/address	Site Area (ha)	Planning status	Indicative dwellings during plan period (2018 - 2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
COL/ABB/002	Former Main Hospital Complex, St Anne's Road, Lincoln	0.98	None	50	
COL/BIRCH/001	Land to the rear of Birchwood Centre, Lincoln	3.21	Has planning permission	49	
COL/BOU/002	Monson Arms Skellingthorpe Road Lincoln	0.27	Has planning permission	10	
COL/BOU/003	Former Victory Public House, Boutham Park Road, Lincoln	0.27	Has planning permission	14	

COL/CAR/004	Church at Long Leys Road, Lincoln	0.46	Has planning permission	10	
COL/CAS/001	Land North of Ermine West (Queen Elizabeth Road), Lincoln	13.52	Has planning permission	303	
COL/GLE/001	Land off Wolsey Way, Lincoln	1.08	Has planning permission	14	
COL/MIN/001	Roman Gate 2, Land off Flavian Road, Lincoln	2.17	None	60	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
COL/MIN/003	Romangate Development, land at Nettleham Road, Lincoln	6.36	Under construction	159 (124 remaining)	
COL/MIN/005	Land at Cathedral Quarry, Riseholme Road, Lincoln	2.74	None	70	<ul style="list-style-type: none"> • Whilst not a requirement to retain the bunds on site, any proposal should ensure visual and physical separation and landscape screening from neighbouring properties, and biodiversity net gain is delivered on site • Development of the site will need to assess drainage and surface water flood risk on the site • Contaminated land assessment required • Any planning application will be required to satisfy the requirements of the County Council mineral planning conditions and satisfactorily address the Site Specific Minerals Safeguarding Area.
COL/MIN/006	Land at Nettleham Road, (Junction with Searby Road), Lincoln	1.14	None	39	
COL/MOOR/001	Land North of Hainton Road, Lincoln (known as Rookery Lane site)	1.14	Has planning permission	40	

NK/AUB/001A	Land at Thorpe Lane, South Hykeham Fosseway	5.2	Has planning permission	144	
NK/WAD/004a	Land south of Station Road, Waddington Low Fields	10.7	None	321	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site • A Transport Assessment and Travel Plan will be required. • Development to be sensitive to views into/out of/across the AGLV to CA in Waddington Cliff.
NK/WAD/025	Land off Palm Road, Brant Road, Waddington Low Fields	1.06	Has planning permission	20	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/NHAM/001	Land West of Nettleham Road, Lincoln (Romangate)	3.78	Under construction	97 (76 remaining)	
WL/NHAM/033	Land off Wolsey Way (Nettleham Fields), Lincoln	16.66	Under construction	243 (173 remaining)	
WL/RISE/001	Land off Millbeck Drive, Lincoln	1.34	None	46	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area

* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

Policy S78: Housing Sites in the Main Towns

The following sites, as identified on the Policies Map, are allocated primarily for residential development within the Main Towns:

Ref	Site name/address	Site Area (ha)	Planning status	Indicative dwellings during plan period (2018-2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
NK/KIRK/004	The Hoplands Depot, Boston Road, Sleaford	1.84	None	37	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area
NK/SLEA/002	Land to the East of CL1013, Poplar Farm, South of A17, Sleaford	25.5	Under construction	315	
NK/SLEA/016	Land west of London Road, Sleaford	1.09	Under construction	187	
NK/SLEA/017	Land off Grantham Road, Sleaford	14.84	Under construction	377	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
WL/GAIN/003	Land south of the Belt Road, Gainsborough	3.39	Under construction	80	
WL/GAIN/005	Riverside North Housing Zone, Japan Road, Gainsborough	4.29	Under construction	138	
WL/GAIN/007	Land west of The Avenue, Gainsborough	2.87	Has planning permission	43	<ul style="list-style-type: none"> • Within a Sand and Gravel Area of Search
WL/GAIN/008	Land west of Horsley Road, Gainsborough	2.03	Has planning permission	49	
WL/GAIN/013	Former Middlefield School, Middlefield Road, Gainsborough	7.26	Under construction	95	
WL/GAIN/014	Former Environment Agency Office, Corringham Road, Gainsborough	1.15	None	34	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site • Within a Sand and Gravel Area of Search
WL/GAIN/019	Gateway Riverside Housing Zone, Gainsborough	6.12	Has planning permission	220	
WL/GAIN/020	AMP Rose Housing Zone, Gainsborough	2.28	Planning application submitted	78	<ul style="list-style-type: none"> • Within a Site Specific Minerals Safeguarding Area • Within a Sand and Gravel Area of Search

					<ul style="list-style-type: none"> Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/GAIN/021	Former Castle Hills Community College Site, Gainsborough	7.64	Has planning permission	112	<ul style="list-style-type: none"> Within a Sand and Gravels Area of Search
WL/GAIN/022	Former Ropery Inn, 202 Ropery Road, Gainsborough	0.11	Has planning permission	14	
WL/GAIN/023	The Maltings, 2b Lea Road, Gainsborough	0.16	Under construction	15	
WL/GAIN/024	Land to the rear of 227 - 257 Lea Road, Gainsborough	0.52	Has planning permission	16	
WL/GAIN/025	The Beckett School, Whites Wood Lane, Gainsborough	0.65	Under construction	25	
WL/GAIN/026	Land at Marshalls Rise, off Spring Gardens, Gainsborough	0.66	Under construction	39	

* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

Policy S79: Housing Sites in the Market Towns

The following sites, as identified on the Policies Map, are allocated primarily for residential development within the Market Towns:

Ref	Site name/address	Site Area (ha)	Planning status	Indicative dwellings during plan period (2018-2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
WL/CAI/001	Land to the South of North Kelsey Road, Caistor	5.9	None	135	<ul style="list-style-type: none"> Within a Site specific Minerals Safeguarding

WL/CAI/002	Land at Sunnyside, west of Tennyson Close, Caistor	2.7	None	60	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/CAI/007	Caistor Hospital Site, North Kelsey Road, Caistor	5.48	Under construction	151 (51 remaining)	
WL/CAI/008	Land adjacent and to the rear of Roman Ridge on Brigg Road, Caistor	2.21	Has planning permission	69	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/MARK/001	Land adjacent to Davens Court, Legsby Road, Market Rasen	1.84	None	55	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site • Development will be required to provide frontage pedestrian footway with cross over points to link to existing footway on Legsby Road. • Development to address low voltage power lines across the site
WL/MARK/002	Land off Linwood Road & The Ridings, Market Rasen	5.91	Has planning permission	131	
WL/MARK/003	Land to the east of Gordon Field & south of Chapel Street, adjoining Market Rasen Railway Station	1.39	None	36	<ul style="list-style-type: none"> • Development to be sensitive to the setting of adjacent listed buildings

WL/MARK/008A	Land north of Willingham Road, south-west of Glebe Farm, Market Rasen	4.42	Has planning permission	48	<ul style="list-style-type: none"> Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4.
WL/MARK/010	Field between properties known as "Mayfield" & "Wodelyn Cottage", Linwood Road, Market Rasen	1.82	Has planning permission	45	
WL/MARK/011	Land west of Linwood Road, Market Rasen	1.14	Under construction	32	
WL/MIDR/016	Land north of Gallamore Lane, Market Rasen	3.45	Planning application submitted	71	<ul style="list-style-type: none"> Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/MIDR/018	Land east of Caistor Road, Market Rasen	16.67	Has planning permission	300	<ul style="list-style-type: none"> Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4

* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

Policy S80: Housing Sites in Large Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential development within Large Villages:

Ref	Site name/address	Site Area (ha)	Planning Status	Indicative dwellings during plan period (2018-2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
NK/BBH/003	Land South of Bracebridge Heath	11.82	Has planning permission	241	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
NK/BBH/005	St Johns Hospital, Bracebridge Heath	6.9	Under construction	130 (123 remaining)	
NK/BIL/002	Land to the East of Mill Lane, Billingham	2.88	Under construction	65 (46 remaining)	<ul style="list-style-type: none"> • Development to provide vehicular, pedestrian and cycle connectivity routes to NK/BIL/006a.
NK/BIL/003	Billingham Field, Mill Lane, Billingham	6.86	None	154	<ul style="list-style-type: none"> • Development to provide vehicular, pedestrian and cycle connectivity routes to NK/BIL/004 and NK/BIL/005. • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/BIL/004	Land to the south of the Whyche, Billingham	4.35	None	98	<ul style="list-style-type: none"> • Development to provide vehicular, pedestrian and cycle connectivity routes to NK/BIL/002, NK/BIL/003 and NK/BIL/005. • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/BIL/005	Land off Park Lane, Billingham	2.9	None	65	<ul style="list-style-type: none"> • Development to provide vehicular, pedestrian and cycle connectivity routes

					<p>to NK/BIL/003 and NK/BIL/004.</p> <ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/BIL/006a	Land to the rear of 79 & 79a Walcott Road, Billingham	1.52	None	33	<ul style="list-style-type: none"> • Design to be sensitive to the local rural context and in keeping with the local vernacular • Access preferred via adjoining allocations to the west and south (BIL/002/BIL/003) • Development of the site will need to assess drainage and surface water flood risk on the site • Development to provide pedestrian and cycle connectivity routes across BIL/002, 003, 004, 005 and 006.
NK/BIL/007	Land to the Rear and South of 27-45 High Street, Billingham	2.07	Has planning permission	33	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter application on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/BIL/012	Land off West Street, Billingham	5.03	Has planning permission	128	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity

					Areas set out in Appendix 4.
NK/BRAN/007	Land to the west of Station Road and north of Nettleton Close, Branston	1.64	None	35	<ul style="list-style-type: none"> Site to be accessed via adjoining adjacent allocation to the south and east (BRAN/012) Public Right of Way to be retained Design to be sensitive to the local rural context and in keeping with the local vernacular Within a Limestone Mineral Safeguarding Area
NK/BRAN/012	Land to West of Station Road Branston	4.56	Under construction	109	<ul style="list-style-type: none"> Within a Limestone Mineral Safeguarding Area
NK/HEC/004	Land off Sleaford Road, Heckington	2.05	None	38	<ul style="list-style-type: none"> Design to be sensitive to the local rural context and in keeping with the local vernacular Development of the site will need to assess drainage and surface water flood risk on the site. Provide pedestrian footway connecting to existing footway opposite. Sewer pipe crossing through, improvements to treatment capacity may be required.
NK/HEC/007	Land east of Kyme Road, Heckington	1.06	Under construction	33	<ul style="list-style-type: none"> Planning permission 20/0741/FUL granted Oct 2020 for 33 affordable homes. Design to be sensitive to the local rural context and in keeping with the local vernacular. Development of the site will need to assess drainage and surface water flood risk on the site Access preferred via Welchman Way, no direct access to public highway.
NK/MET/003	Land Northwest of village, Metheringham	15.33	Under construction	329	<ul style="list-style-type: none"> Within a Limestone Mineral Safeguarding Area
NK/NAV/005a	Land at Winton Road and off High Dyke, Navenby	3.53	Under construction	77 (62 remaining)	<ul style="list-style-type: none"> Within a Limestone Minerals Safeguarding Area

NK/RUSK/005a	Land east of Lincoln Road, Ruskington	7.24	Under construction	190	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area
NK/RUSK/007	Land North of Ruskington	7.63	None	172	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area
NK/RUSK/018	Land North of Whitehouse Road, Ruskington	3.24	Has planning permission	73	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area
NK/SKEL/001	Land south of Woodbank, Skellingthorpe	4.23	Has planning permission	94	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area • Within a Sand and Gravel Area of Search
NK/SKEL/007	Land east of Lincoln Road, Skellingthorpe	10.52	Has planning permission	280	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area • Within a Sand and Gravel Area of Search
NK/SKEL/015	Manor Farm, Church Road, Skellingthorpe	1.5	Under construction	51	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area • Within a Sand and Gravel Area of Search
NK/SKEL/016	Land South of Ferry Lane, Skellingthorpe	4.64	Under construction	100 (62 remaining)	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area • Within a Sand and Gravel Area of Search
NK/WAD/014	Land off Grantham Road, South of Millers Road, Waddington	3.03	Under construction	91 (60 remaining)	
NK/WAD/015	Land east of Grantham Road, Waddington	4.39	None	82	<ul style="list-style-type: none"> • Pedestrian links required • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Scheme to be designed with RAF/MOD safety requirements – MOD to be consulted on any SUDs/open space/open water in relation to bird strike risk; to be of conventional brick and tile construction; noise buffer to be included (tree heights limited on eastern part of site); heights to eastern boundary limited to 6m; removal of permitted development rights for photovoltaic panels to

					two storey dwellings on eastern part of site. <ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
NK/WAD/023	Land off Grantham Road / High Dike, north of Waddington	6.22	Under construction	187 (76 remaining)	
NK/WAD/024	Land To The East Of Grantham Road Waddington	9.3	Under construction	139 (79 remaining)	
NK WASH/003	Land off Pitt Road and Church Hill, Washingborough	4.45	Under construction	98 (53 remaining)	
NK/WASH/006	Land South Of Fen Road Washingborough	8.6	Has planning permission	185	<ul style="list-style-type: none"> • Within a Sand and Gravel Minerals Safeguarding Area
NK/WSH/002	Land to the north of Witham St. Hughs (Phase 3)	69.1	Has planning permission	1,250	<ul style="list-style-type: none"> • Within a Sand and Gravel Area of Search
WL/BARD/012A	Land to the north of Abbey Road and Wragby Road, Bardney	2.88	None	54	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site • Potential to provide additional community facilities as part of development • Partially within Sand and Gravel Minerals Safeguarding Area • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/BARD/020	Land at Field Lane, East of Wragby Road, Bardney	3.44	Under construction	65	<ul style="list-style-type: none"> • Within a Sand and Gravels Minerals Safeguarding Area
WL/BARD/021	Phase Three, Manor Farm Development, Horncastle Road and south of Station Road, Bardney	7	Under construction	162 (118 remaining)	

WL/CW/001	Land North of Rudgard Avenue, Cherry Willingham	5.17	Planning application submitted	97	<ul style="list-style-type: none"> • Development to be completed as Phase 1 • Development to provide pedestrian and cycle connectivity routes across CW/002 and 003.
WL/CW/002	Land East of Rudgard Avenue, Cherry Willingham	5.93	None	133	<ul style="list-style-type: none"> • Development to be completed as Phase 2 once Phase 1 completed. • Development to provide pedestrian and cycle connectivity routes across CW/001 and 003.
WL/CW/003	Land East of Thornton Way, Cherry Willingham	8.87	None	200	<ul style="list-style-type: none"> • Development to be completed as Phase 3 once Phase 1 and 2 completed. • Development to provide pedestrian and cycle connectivity routes across CW/001 and 002.
WL/CW/009	"Land at Eastfield Rise Farm", Fiskerton Road, Cherry Willingham	29.25	Has planning permission	155	<ul style="list-style-type: none"> • A scheme of housing development on the site shall only be for the purposes of enabling the adjoining marina development, cycle bridge, public open space and footways. • An archaeology assessment will be required. • Development of the site will need to assess drainage and surface water flood risk on the site • Within a Sand and Gravels Mineral Safeguarding Area • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4

WL/DUNH/010	Land south of Honeyholes Lane, north of Waltham House, Dunholme	3.38	None	63	<ul style="list-style-type: none"> Provide pedestrian footway connecting to existing footway on Honeyholes Lane. Design to be sensitive to the local rural context and in keeping with the local vernacular
WL/DUNH/011	Land North of Honeyholes Lane, Dunholme	3.3	Under construction	64 (56 remaining)	
WL/DUNH/012	Land to the South Honeyholes Lane (Lincoln Road), Dunholme	8.56	Under construction	264 (211 remaining)	
WL/KEE/001	Land south of Stallingborough Road, Keelby	3.83	Has planning permission	80	
WL/KEE/003	Land at Church Lane, Keelby	4.45	None	100	<ul style="list-style-type: none"> No vehicular access via Church Lane, preference for access is through neighbouring site WL/KEE/001
WL/NHAM/010	Land off Larch Avenue (rear of 67 Sudbrooke Lane), Nettleham	2.44	None	46	<ul style="list-style-type: none"> Development to address proximity of sewage treatment works and provide mitigation. Development of the site will need to assess drainage and surface water flood risk on the site Within a Limestone Mineral Safeguarding Area
WL/NHAM/011	East of Brookfield Avenue, Nettleham	3.04	None	57	<ul style="list-style-type: none"> Development of the site will need to assess drainage and surface water flood risk on the site Development to avoid areas within Flood Zone 3 Access to be provided via adjoining adjacent allocation to the south. Development to provide pedestrian and cycle connectivity routes across NHAM/018. Within a Limestone Mineral Safeguarding Area
WL/NHAM/018	Neighbourhood Plan Allocation C - East of	2.79	None	63	<ul style="list-style-type: none"> Within a Limestone Mineral Safeguarding Area

	Brookfield Avenue, North of The Hawthorns, Nettleham				<ul style="list-style-type: none"> Development of the site will need to assess drainage and surface water flood risk on the site.
WL/NHAM/024a	Land north of Lechler Close, Nettleham	3.84	None	72	<ul style="list-style-type: none"> Provide pedestrian footway connecting to existing footway on Scothern Road Limestone Mineral Safeguarding Area
WL/NHAM/032	Linelands, Neighbourhood Plan Allocation D - All Saints Lane, Nettleham	0.38	None	30	<ul style="list-style-type: none"> Within a Limestone Mineral Safeguarding Area Development to be sensitive to the conservation area and the setting of the adjacent listed buildings.
WL/NHAM/034	Land to the rear of 72 Scothern Road, Nettleham	15.06	Has planning permission	68	
WL/SAXI/004	Land off Sykes Lane, Saxilby	7.17	None	134	<ul style="list-style-type: none"> Development of the site will need to assess drainage and surface water flood risk on the site Provide frontage footway connecting to existing footway on Sykes Lane. Access to be provided at south-east corner or if access is to be provided via Sykes Lane it will require widening and may require footpath provision. Design to be sensitive to the local rural context and in keeping with the local vernacular.
WL/SAXI/007	Land west of Rutherglen Park, Saxilby	0.82	None	17	<ul style="list-style-type: none"> Development of the site will need to assess drainage and surface water flood risk on the site Design to be sensitive to the local rural context and in keeping with the local vernacular.
WL/SAXI/013	Land off Church Lane, Saxilby	10.05	Under construction	233 (101 remaining)	
WL/SAXI/014	Land off Sturton Road, Saxilby	5.74	Under construction	133 (83 remaining)	

WL/SCO/011	North Moor Road, Scotter	2.05	Has planning permission	51	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4.
WL/SCO/012	Land East of North Moor Road, Scotter	1.68	Planning application submitted	42	
WL/WELT/001A	Prebend Lane, Welton	10.38	None	195	<ul style="list-style-type: none"> • Access preferred from Cliff Road • Development of the site will need to address drainage and surface water flood risk on the site • Within a Limestone Mineral Safeguarding Area
WL/WELT/003	Land at The Hardings, Welton	2.26	None	50	
WL/WELT/007	Land east of Prebend Lane, Welton	4.88	None	104	<ul style="list-style-type: none"> • Design to be sensitive to the local rural context and in keeping with the local vernacular • Access preferred from existing allocation to south • Development of the site will need to assess drainage and surface water flood risk on the site
WL/WELT/008A	Land north of 77 Eastfield Lane, Welton	5.82	None	109	<ul style="list-style-type: none"> • Access preferred via development at adjoining allocation to the west. If access has to be achieved through Eastfield Lane adequate visibility splays and road widening and footway provision will be required. • Design to be low density and in keeping with the local vernacular of the area

					<ul style="list-style-type: none"> Development of the site will need to address drainage and surface water flood risk on the site
WL/WELT/011	Land to East of Prebend Lane, Welton	28.69	Under construction	288 (261 remaining)	<ul style="list-style-type: none"> Proposals for additional residential development on areas of land safeguarded for housing under planning permission 135006 will be supported in principle.

* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

Policy S81: Housing Sites in Medium Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential development within Medium Villages:

Ref	Site name/address	Site Area (ha)	Planning status	Indicative dwellings during plan period (2018-2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
NK/BAS/007	Land south of Torgate Road and east of Carlton Road, Bassingham	2.68	None Site within Neighbourhood Plan	24	<ul style="list-style-type: none"> Neighbourhood plan reserve site – in accordance with the adopted Bassingham Neighbourhood Plan only to be delivered from 2026 Design to be sensitive to the local rural context and in keeping with the local vernacular Local Plan allocation status subject to retention in neighbourhood plan Within a Sand and Gravel Mineral Safeguarding Area
NK/BAS/010	Land at Whites Lane, Bassingham	1.77	None Site within Neighbourhood Plan	35	<ul style="list-style-type: none"> Neighbourhood plan allocation – in accordance with the adopted Bassingham Neighbourhood Plan Design to be sensitive to the local rural context and in keeping with the local vernacular

					<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site. • Local Plan allocation status subject to retention in neighbourhood plan • Within a Sand and Gravel Mineral Safeguarding Area
NK/DIG/001	Land North of Station Road, Digby	3.08	Part of site under construction	46 (44 remaining)	
NK/DUNS/001	Land off Fen Lane, Dunston	1.49	Part of site has planning permission	25	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site Public Right of Way to be retained • Design to be linear/frontage, sensitive to the local rural context and in keeping with the local vernacular. • Provide pedestrian footway connecting to the existing footway on Fen Lane. • Within a Limestone Mineral Safeguarding Area
NK/EAG/005	Land at Back Lane, Eagle	0.94	None	16	<ul style="list-style-type: none"> • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Development to be sensitive to the setting of Grade II Listed Village Farmhouse and Grade II Listed Ford Cottage to the west of the site and to the wider setting of other Listed Buildings. • Highways slight concern over achieving suitable access opposite Fledgling Close. • Within a Sand and Gravel Mineral Safeguarding Area
NK/GHAL/002	Land at Hall Farm, Great Hale	1.10	Part of site has planning permission	19	<ul style="list-style-type: none"> • Design to be sensitive to the local rural context and in keeping with the local vernacular

					<ul style="list-style-type: none"> Development of the site will need to assess drainage and surface water flood risk on the site.
NK/GREY/001	Orchard House Rauceby Hospital Grantham Road South, Greylees	1.96	Has planning permission	40	<ul style="list-style-type: none"> Development scheme to include the retention and maintenance of orchards Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/LEAS/001	Land off Meadow Lane, Leasingham	2.01	None	25	<ul style="list-style-type: none"> Development to avoid areas within Flood Zone 2 and 3. Development of the site will need to assess drainage and surface water flood risk on the site. Access to be via Deepdale Drive. If access has to be achieved via Meadow Lane improvements required including widening, street lighting and provision of pedestrian footpath links. Provide pedestrian footway and cycleway connections to existing footway. Scheme to include mitigation of sewage works. Design to be sensitive to the local rural context and in keeping with the local vernacular. Within a Limestone Mineral Safeguarding Area

NK/LEAS/006	Land north of Moor Lane, Leasingham	5.22	Part of site has planning permission	78	<ul style="list-style-type: none"> • Development to avoid areas within Flood Zone 2 and 3 • Development of the site will need to assess drainage and surface water flood risk on the site • Provide pedestrian footway and cycleway connections to existing footway. • Design to be sensitive to the local rural context and in keeping with the local vernacular.
NK/POT/007	Land At Station Road & Cross Street, Potterhanworth	0.57	Has planning permission	18	<ul style="list-style-type: none"> • Within a Sand and Gravels Mineral Safeguarding Area
NK/WELB/006	Borfa-Wen Farm, Hall Orchard Lane, Welbourn	0.5	Has planning permission	14	
NK/WELL/002A	Land at Highcliffe, Wellingore	0.99	Has planning permission	17	<ul style="list-style-type: none"> • Development to be sensitive to the setting of Grade II Listed Village Cross, Grade II Listed Greystones, Grade II Listed Rovistan House, Grade II Listed Home Farm Cottages and wider setting of other Listed Buildings, Conservation Area and Area of Great Landscape Value. • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Note: 002a also includes the southern section of the site which has extant pp under /73/0520/79. • Within a Limestone Mineral Safeguarding Area
NK/WELL/004	Land at Walnut Tree Field, Off Memorial Hall Drive, Wellingore	1.56	Under construction	13	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
WL/BLYT/006	Land to south of Rowan Drive, Blyton	4.15	None	62	<ul style="list-style-type: none"> • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Development of the site will need to assess

					<p>drainage and surface water flood risk on the site</p> <ul style="list-style-type: none"> • Improvements to highway/access required, including maintaining/enhancing the public right of way and maintaining pedestrian access to Martin's Close. • Retain and enhance the allotments • Within a Sand and Gravel Area of Search
WL/FISK/001A	Land North of Corn Close, Fiskerton	8.13	None	122	<ul style="list-style-type: none"> • Development to address low voltage power lines along southern boundary • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Development of the site will need to assess drainage and surface water flood risk on the site • Public Right of Ways to be retained • Access via Corn Close and Hall Lane with improvements and possible footway provision and speed limit extension. • Requirement to engage with local community • Partially within Sand and Gravels Mineral Safeguarding Area
WL/HEMC/001	Land south of A631, Hemswell Cliff	7.56	Has planning permission	180	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
WL/HEMC/006	Land north of A631 and east of Minden Place, Hemswell Cliff	6.87	None Site within Neighbourhood Plan	103	<ul style="list-style-type: none"> • Within a Limestone Mineral Safeguarding Area
WL/HEMC/007	Lancaster Green, Hemswell Court, Hemswell Cliff	1.08	Under construction	38	
WL/ING/006	The Old Scrapyard, Stow Lane, Ingham	1.8	Has planning permission	34	

WL/LEA/003	Land south of Willingham Road, Lea	3.04	Under construction	60	
WL/MAR/016	Land of Stow Park Road, Marton	4.37	Has planning permission	39	<ul style="list-style-type: none"> • Pylons to be addressed • Scheme to provide car parking for school and provision of a pedestrian crossing • Within a Sand and Gravel Area of Search
WL/MIDR/002	Gainsborough Road, Middle Rasen (North & West of the Nags Head Public House), Middle Rasen	1.21	None	21	<ul style="list-style-type: none"> • Public Right of Way to be retained • Development of the site will need to assess drainage and surface water flood risk on the site • Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/NTON/003	Land north of Moortown Road, Nettleton	1.96	Has planning permission	25	<ul style="list-style-type: none"> • Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
WL/SC/003	Land to the southwest of Main Street, Scothern	3.07	None	53	<ul style="list-style-type: none"> • Site only to be developed following full decommission of neighbouring biomass plant.
WL/SC/004A	Land off Juniper Drive, Scothern	2.72	None	41	<ul style="list-style-type: none"> • Development of the site will need to assess drainage and surface water flood risk on the site • Design to be sensitive to the local rural context and in keeping with the local vernacular.

WL/STUR/003	Land at High Street, south of School Lane, Sturton by Stow	1.76	None	30	<ul style="list-style-type: none"> Allocated at the point the existing use ceases or finds alternative site Design to be sensitive to the local rural context and in keeping with the local vernacular. Surface water/flood risk to be assessed
WL/STUR/006a	Land south of Gilberts Barn, Saxilby Road and Tillbridge Lane, Sturton by Stow	2.62	None	39	<ul style="list-style-type: none"> Design to be sensitive to the local rural context and in keeping with the local vernacular. Development of the site will need to assess drainage and surface water flood risk on the site
WL/STUR/007	Land adj. Obam Lift Services Ltd, Tillbridge Lane, Sturton by Stow	0.7	Has planning permission	10	
WL/STUR/008	Land at Queensway, Sturton by Stow	0.38	Has planning permission	14	
WL/SUD/002	Sudbrooke Farm, Sudbrooke	20.93	Under construction	155 (140 remaining)	
WL/WAD/007	Land west and north of 4 Kirton Road, Waddingham	2.28	None Site in Neighbourhood Plan	34	<ul style="list-style-type: none"> Development to address low voltage lines Uniform row of trees to be retained Design to be sensitive to the local rural context and in keeping with the local vernacular. Within a Limestone Mineral Safeguarding Area
WL/WAD/008	Land south of Kirton Road, Waddingham	0.91	None Site in Neighbourhood Plan	15	<ul style="list-style-type: none"> Public right of way to be retained Design to be sensitive to the local rural context and in keeping with the local vernacular. Within a Limestone Mineral Safeguarding Area
WL/BUR/005	Land north of Leisure Centre, Burton Waters	4.42	Has planning permission	100	<ul style="list-style-type: none"> Scheme to provide extra care accommodation. Within a Sand and Gravels Mineral Safeguarding Area

WL/BUR/005A	Land at Bay Willow Road, Burton Waters	5.4	Under construction	55 (26 remaining)	<ul style="list-style-type: none"> Within a Sand and Gravels Mineral Safeguarding Area
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* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

Policy S82: Housing Sites in Small Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential development within Small Villages:

Ref	Site name/address	Site Area (ha)	Planning Status	Indicative dwellings during plan period (2018-2040)*	Site specific requirements (e.g. what is needed to be achieved on the site to make it acceptable – may be left blank on some sites)
NK/ANW/001	Land at Anwick Manor, 80 Main Road, Anwick	0.65	Has planning permission	12	<ul style="list-style-type: none"> Within or includes an area of Biodiversity Opportunity – whilst this site has permission, proposals to amend this permission or any future replacement applications or reserved matter applications on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4
NK/LEAD/001	Station Yard, Cliff Road, Leadenham	1.31	None	22	<ul style="list-style-type: none"> Development to be sensitive to the setting of the Grade II Listed Station House to the south-west of the site. Development to be sensitive to the setting of the Area of Great Landscape Value to the east. Design to be sensitive to the local rural context and in keeping with the local vernacular. Development of the site will need to assess drainage and surface water flood risk on the site

					<ul style="list-style-type: none"> Retention of mature trees to eastern part of site. Partially within Limestone Mineral Safeguarding Area
NK/LEAD/002	Land off Main Road, Leadenham	1.08	Has planning permission	25	<ul style="list-style-type: none"> Partially within Limestone Mineral Safeguarding Area
NK/MART/001	Land at 114 High Street, Martin	1.08	None	18	<ul style="list-style-type: none"> Design to be sensitive to the local rural context and in keeping with the local vernacular Development to be sensitive to the setting of the conservation area Within a Sand and Gravel Mineral Safeguarding Area
NK/MART/008	Land off Mill Lane, Martin	0.69	Has planning permission	14	<ul style="list-style-type: none"> Within a Sand and Gravel Mineral Safeguarding Area
NK/OSB/008	Land south of The Drove, Osbournby	0.69	Has planning permission	16	
NK/SKYM/006	Home Farm, 73 High Street, South Kyme	0.79	Has planning permission	10	
NK/SWI/006	Produce World Ltd, Moor Lane, Swinderby	8.3	Has planning permission	140	<ul style="list-style-type: none"> Proposed development brought forward in connection with community support through the terms of planning application 17/0603/OUT, which promoted a mixed use scheme including up to 120 dwellings, 20 units of senior retirement accommodation, 1,500 sqm of commercial space, communal play/recreation space, community car park and shop. The proposals are further supported by draft Design Codes and a draft Regulation Plan, upon which community support was contingent. Any detailed proposals for the site need to either be in substantial accordance with the approved scheme or be supported by further evidence of community

					<p>support for any substantive variations to that scheme</p> <ul style="list-style-type: none"> • Within a Sand and Gravel Mineral Safeguarding Area
WL/BARL/002	Land at Barlings Lane, Langworth	2.33	Has planning permission	20	<ul style="list-style-type: none"> • Scheme to include retention of hedgerow
WL/COR/002A	Land north of High Street, Corringham	1.77	None	30	<ul style="list-style-type: none"> • Development to address low voltage power lines • Design to be sensitive to the local rural context and in keeping with the local vernacular. • Development of the site will need to address drainage and surface water flood risk on the site • Within a Sand and Gravels Mineral Safeguarding Area
WL/GLH/009	The Willows Garden Centre, Gainsborough Road, Glentham	1.37	Has planning permission	19	
WL/SCAM/006	West of Manor Farm, High Street, Scampton	1.04	Under construction	18 (14 remaining)	

* The number in brackets is the number of dwellings remaining at 1 April 2021. All figures are net to take account of any dwellings lost.

14. Gypsies and Travellers and Travelling Showpeople

- 14.1.1. The national Planning Policy for Traveller Sites (PPTS) published in 2015 sets out requirements for how Local Authorities should assess the need for Gypsy and Traveller accommodation. However, local planning authorities also need to be aware of the implications of the Court of Appeal [2022] EWCA Civ 1391 ruling of 31 October 2022, which, in short, reached the judgement that the definition of Travellers in that PPTS was discriminatory, and there was no proper justification for that discrimination. The discrimination the Court found centred on the exclusion from the definition of those persons who have ceased to travel ‘permanently’.
- 14.1.2. A Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken in 2020 to review the needs for Gypsy and Traveller Accommodation across Central Lincolnshire between 2019 and 2040. This GTAA identified two accommodation needs figures; first, one based on ethnic identity and a second based on the PPTS 2015 definition i.e. the accommodation needs of families who have not permanently ceased to travel. Prior to the aforementioned Court ruling, it was reasonable for a local planning authority to proceed on the basis of the second definition, and for Central Lincolnshire this was identified as being 32 additional pitches between 2019 and 2040. However, following the Court ruling, this Plan is based on the ethnic based definition, thereby allowing in its definition those persons that have ceased to travel permanently. The assessment, under this definition, identifies a need for 41 pitches between 2019 and 2040, and this need was broken down into 5 year periods identifying a need to 2024 of 5 pitches. Beyond this a further 10 pitches are required from 2024-2029, 11 from 2029-2034, and 15 from 2034-2040.
- 14.1.3. The GTAA went beyond looking solely at the amount of need and considered what the site preferences were and where the need stemmed from. It concluded that a high proportion of the need stems from households with children needing separate accommodation in the next five years and a preference for smaller family-sized sites existed. As such, it can be concluded that the extension or intensification of existing sites has the greatest potential to meet much of the need in the most appropriate and deliverable manner.
- 14.1.4. An additional investigation was undertaken into how the need for Gypsy and Traveller pitches can be met. This Meeting the Accommodation Needs of Gypsies and Travellers Report identified that:
- Since the GTAA was published, permission was granted for an additional 5 pitches;
 - There is potential for an additional 25 pitches to be delivered through intensification or reconfiguration of existing sites;
 - The authorisation of a current unauthorised, but tolerated, Gypsy and Traveller development; and
 - There is potential (subject to site specific constraints) for Local Authority land to be used to provide up to 27 additional pitches through extensions to existing sites in Lincoln and Gainsborough.

A further 14 pitches, on two separate sites of 2 and 12 pitches, have also since been approved taking the total committed since the GTAA was published to 19 pitches, which comfortably exceeds the 5 additional pitches identified as needed in the period to 2024. Also, the two allocations being carried forward from the 2017 Local Plan to this Local Plan

and which have yet to be developed, have capacity for 8-11 pitches. In the first 10 years of this Plan, therefore, 27-30 pitches are identified, which comfortably meets the 15 pitches identified as needed in that same period.

- 14.1.5. Consultants are also working with the Local Planning Authorities and households looking to deliver additional pitches to assist in further delivery of pitches. Overall, there is strong confidence that the identified need for 41 pitches between 2019 and 2040 can be met, but it is also important to plan positively for meeting additional need as it emerges and provide a policy framework for considering applications that may be submitted for sites.
- 14.1.6. The GTAA also highlighted that there was no need for Travelling Showpeople accommodation in the plan period.
- 14.1.7. The GTAA not only looked into permanent accommodation but reviewed the need for transit provision, concluding that negotiated stopping places to allow caravans to be sited at suitable location for a period of time with provision of services such as waste disposal and toilets.
- 14.1.8. The Central Lincolnshire authorities are committed to meeting the needs, with specific allocations and policy considerations set out in Policy S83.

Policy S83: Gypsy and Traveller and Travelling Showpeople Accommodation

Part One: Existing Sites

Proposals that result in the loss of an authorised and permanent site for residential use by Gypsies, Travellers and Travelling Showpeople will not be permitted unless:

- a) suitable alternative provision is made for the use on a site which satisfies the criteria in part three of this policy; or
- b) it has been determined that the site is no longer needed for this use.

Appropriate, detailed and robust evidence will be required to satisfy the above criteria. Planning conditions or legal obligations may be necessary to ensure that any replacement sites are provided. Any replacement site should be available before the original site is lost.

Proposals to extend existing sites or to provide additional pitches within an existing site will be supported in principle, provided that, when considered against the criteria in part three of this policy, the proposal will not result in unsafe or unsustainable development.

Part Two: Allocated Sites

The following sites are identified on the Policies Map for the provision of Gypsy and Traveller pitches and are safeguarded for such use:

Ref	Site name/address	Indicative no. of pitches	Comments or specific requirements
COL/GT/001	Washingborough Road, Lincoln	5	<p>Only land within flood zone 1 should be developed.</p> <p>Proposals should avoid significant adverse impact on the Cow Paddle East, Cow Paddle Railway Embankment, and Canwick Road and St Swithin's Cemetery Local Wildlife Sites.</p> <p>To be developed with consideration for existing Washingborough Road site – site should be</p>

			<p>delivered without compromising the amenities of the occupants of the existing site.</p> <p>Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4</p>
WL/GT/001	Trent Port Road, Marton	3-6	<p>Within or includes an area of Biodiversity Opportunity – proposals on this site should incorporate the relevant Principles for Development within Biodiversity Opportunity Areas set out in Appendix 4</p>

Development of these sites for Gypsy and Traveller use will be supported where they satisfy the criteria in Part Three of this policy.

Part Three: New Sites

Proposals for new sites for Gypsies, Travellers or Travelling Showpeople will be considered on their merits against the following criteria:

- a) The proposal should not conflict with other local or national policies relating to flood risk, contamination, landscape character, protection of the natural and built environment, heritage assets or agricultural land quality; and
- b) The proposal must have adequate and safe vehicular access including for emergency vehicles, other large vehicles and towed loads likely to frequent the site; and
- c) The proposal must have sufficient space for vehicle manoeuvring and parking within the site; and
- d) The proposal should provide an acceptable standard of amenity for the site’s occupants, and not have an unacceptable impact on the amenity of nearby residents (in accordance with Policy S53); and
- e) The proposal should be adequately serviced, or capable of being adequately serviced, preferably by mains connections; and
- f) For non-allocated sites, the proposal should be located within reasonable travelling distance to both primary health care facilities and schools, preferably by walking, cycling or public transport.

In addition to a)-f) above, proposals for new sites for Travelling Showpeople will be considered on their merits against the following supplementary criteria:

- g) The proposal should make adequate provision for the storage of vehicles, trailers, plant and other equipment sufficient to meet the occupants’ needs; and
- h) The proposal should be located with good access to the primary road network.

15. Ministry of Defence Establishments

- 15.1.1. The Ministry of Defence (MOD) is one of the largest land owners in the UK, with an estate consisting of a wide range of facilities such as barracks, depots and airfields. Large areas of Central Lincolnshire have been used for MOD purposes throughout the last century and the military presence has brought, and continues to bring, many benefits, particularly to the economy. Many of these sites are also essential for maintaining the defence and security of the country and so are of national importance.
- 15.1.2. The areas currently in MOD use are:
- Beckingham Training Area;
 - RAF Cranwell;
 - RAF Digby;
 - RAF Scampton; and
 - RAF Waddington.
- 15.1.3. It is important that the role and the ongoing use of these establishments is protected and able to adapt in accordance with MOD operational plans.
- 15.1.4. The MOD is committed to making the most efficient use of its existing estate by maximising the utilisation of sites, identifying sites which can be released and consolidating on fewer, larger sites where resources can be better deployed. One site identified to be released within the plan period is RAF Scampton with its functions being relocated elsewhere, including RAF Waddington.
- 15.1.5. The re-use of suitably located MOD sites which are surplus to MOD operational purposes presents a significant opportunity for new housing, economic development and/or regeneration and also to deliver biodiversity net gain and enhanced green infrastructure when such opportunities arise.
- 15.1.6. The following policy will assist in determining such proposals. Policy S84 will only apply to the MOD establishments listed above and development at any former military establishments or installations not listed will be subject to other policies in the plan (including but not limited to Policy S5: Development in the Countryside) and in line with the policy for the relevant tier of the Settlement Hierarchy in Policy S1.

Policy S84: Ministry of Defence Establishments

Part One: Development related to operational purposes

Defence related non-residential development within or adjoining an operational MOD site that is required for operational purposes will be supported in principle.

Development for housing or communal accommodation for MOD personnel connected to an operational MOD site will be supported provided that it satisfies relevant policy requirements in the Local Plan including but not limited to *Policy S53 Design and Amenity*, *Policy S21 Flood Risk and Water Resources*, and *Policy S47 Accessibility and Transport*.

Part Two: Development affecting MOD establishments

Development will not be supported where it would adversely affect military operations or capability unless those impacts can be appropriately mitigated in agreement with the MOD.

Part Three: Development of MOD land and assets surplus to Defence requirements

The redevelopment of RAF Scampton is addressed in Policy S75.

The redevelopment or change of use of any other operational MOD land and facilities which are surplus to MOD requirements, whether for the whole or part of the MOD landholding in that area, will be supported provided that:

- a. where feasible the majority of the proposal is on brownfield land;
- b. any increase in traffic likely to arise as a result of the development can be safely accommodated on the local road infrastructure;
- c. the proposal would not conflict with the existing land uses on neighbouring land; and
- d. in cases where large scale redevelopment of a site is planned, a comprehensive masterplan is prepared which demonstrates how the site will be redeveloped to ensure the holistic planning of the site and avoid piecemeal development.

Where the proposal is to create a civilian community, proposals must also:

- e. include appropriate infrastructure and community facilities for the new community and any existing community remaining; and
- f. demonstrate that the new community is sustainably located with reasonable access to essential services such as jobs, education, health, leisure, retail and culture either within the development or at other nearby settlement(s) by sustainable modes of travel; and
- g. through satisfying the above criteria a-f clearly demonstrate how the proposal supports the spatial strategy of the Local Plan.

Further to Policy S56, an Unexploded Ordnance Certificate and Land Quality Assessment (LQA) may be required (where relevant) as part of a proposal, or required through condition to a grant of permission, in order to assess and identify the necessary remedial action for defence specific contaminants.

Appendix 1: Housing Requirement for Neighbourhood Plans

As required in paragraph 66 of the NPPF this appendix sets out the housing requirement for all neighbourhood areas in Central Lincolnshire. Table A1.1. provides a requirement for all parishes and Table A1.2. provides a requirement for all currently designated neighbourhood areas in non-parish areas where neighbourhood forums will bring forward a neighbourhood plan.

These housing requirements are based on:

- a) homes built since the start of the plan period (1 April 2018-31 March 2021);
- b) homes on sites with planning permission at 1 April 2021 (including, but not limited to sites that are also proposed for allocation in this plan);

allocations in this plan and other made neighbourhood plans at 1 March 2021 that have yet to receive permission.

As such the requirement from the plan in Table A1.1. below should not be viewed in addition to sites built, with permission or allocated in this plan.

Should a neighbourhood area be proposed that is not listed below, either because it is within a non-parish area, or because it is an area smaller than a parish council area, a housing requirement will be provided upon request based on the above taking into account the latest monitoring of planning permissions. Neighbourhood areas made up of multiple parishes may combine the requirements across the parishes to create a requirement for the neighbourhood area.

Table A1.1. Housing Requirements for Parishes

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Aisthorpe	0	0	0	0
Anwick	0	14	0	14
Apley	0	0	0	0
Asgarby & Howell	2	0	0	2
Ashby de la Launde & Bloxholm	3	5	0	8
Aswarby & Swarby	1	1	0	2
Aubourn & Haddington	1	0	0	1
Aunsby & Dembleby	0	3	0	3
Bardney	51	200	54	305
Barlings	30	30	0	60
Bassingham	8	5	59	72
Beckingham	3	1	0	4
Bigby	15	4	0	19
Billinghay	30	231	350	611
Bishop Norton	8	2	0	10
Blankney	0	4	0	4
Blyborough	0	7	0	7
Blyton	25	20	62	107
Boothby Graffoe	0	7	0	7

³² Source: Five Year Land Supply Reports 2019-2021

³³ Source: Five Year Land Supply Report 2021 and updated through work on the local plan. Please note, these figures also include sites being allocated where part of the site has permission.

³⁴ Dwellings on sites without planning permission at 1 April 2021.

³⁵ Overall dwelling requirement for parishes – this includes numbers already built and with permission or allocated so should not be viewed as in addition to these sources.

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Bracebridge Heath	9	131	241	381 ³⁶
Brampton	0	0	0	0
Branston & Mere	230	166	35	431
Brant Broughton & Stragglethorpe	5	8	0	13
Brattleby	0	2	0	2
Broadholme	0	0	0	0
Brocklesby	0	0	0	0
Brookenby	5	14	0	19
Broxholme	1	0	0	1
Bullington	0	0	0	0
Burton	29	132	0	161
Burton Pedwardine	0	1	0	1
Buslingthorpe	1	0	0	1
Cabourne	1	0	0	1
Caenby	-1	8	0	7
Caistor	65	171	195	431
Cammeringham	0	3	0	3
Canwick	3	0	0	3 ³⁷
Carlton le Moorland	2	5	0	7
Cherry Willingham	44	182	325	551
Claxby	0	3	0	3
Cold Hanworth	0	0	0	0
Coleby	4	4	0	8
Corringham	2	10	30	42 ³⁸
Cranwell, Brauncewell & Byard's Leap	2	7	0	9
Culverthorpe and Kelby	0	0	0	0
Digby	10	24	29	63
Doddington & Whisby	13	1	0	14
Dogdyke & Chapel Hill	0	1	0	1
Dorrington	2	16	0	18
Dunholme	66	274	63	403
Dunston	2	22	0	24
Eagle & Swinethorpe	23	5	16	44
East Ferry	0	0	0	0
East Stockwith	0	0	0	0

³⁶ Within Bracebridge Heath Parish additional development will take place on the South East Quadrant SUE, which also straddles the parish boundary into Canwick. The exact amount expected from the SUE within Bracebridge Heath Parish is unknown at this time. For the avoidance of doubt, the strategic housing requirement for Bracebridge Heath outside of the SUE for the purposes of neighbourhood planning is 381.

³⁷ In Canwick Parish, additional development will take place on the South East Quadrant SUE, which also straddles the parish boundary into Bracebridge Heath. The exact amount expected from the SUE within Canwick Parish is unknown at this time. For the avoidance of doubt, the strategic housing requirement for Canwick outside of the SUE for the purposes of neighbourhood planning is 3 – all of which have already been built.

³⁸ Within Corringham Parish additional development will take place on the Gainsborough Northern Neighbourhood SUE, which also straddles the parish boundary with Gainsborough. The exact amount expected from the SUE within Corringham Parish is unknown at this time. For the avoidance of doubt, the strategic housing requirement for Corringham Parish outside of the SUE for the purposes of neighbourhood planning is 42.

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Ewerby & Evedon	5	5	0	10
Faldingworth	6	2	0	8
Fenton	0	9	0	9
Fillingham	0	7	0	7
Fiskerton	8	10	122	140
Friesthorpe	0	0	0	0
Fulnetby	0	0	0	0
Gainsborough	221	2169	112	2502
Gate Burton	0	9	0	9
Glentham	2	28	0	30
Glentworth	1	6	0	7
Goltho	7	2	0	9
Grange De Lings	0	0	0	0
Grasby	2	8	0	10
Grayingham	1	0	0	1
Great Hale	3	24	0	27
Great Limber	0	0	0	0
Greetwell	1	12	0	38 ³⁹
Hackthorn	0	0	0	0
Hardwick	0	0	0	0
Harmston	2	0	0	2
Harpswell	-1	1	0	0
Heapham	1	0	0	1
Heckington	133	38	38	209
Heighington	43	6	0	49
Helpringham	11	24	0	35
Hemswell	0	7	0	7
Hemswell Cliff	0	218	103	321
Holton-Cum-Beckering	3	0	0	3
Holton le Moor	0	0	0	0
Ingham	40	49	0	89
Keelby	2	91	100	193
Kettlethorpe	0	0	0	0
Kexby	-1	2	0	1
Kirkby la Thorpe	3	5	0	8
Kirmond le Mire	0	0	0	0
Knaith	9	2	0	11
Laughton	0	4	0	4
Lea	0	62	0	62
Leadenham	4	39	22 ⁴⁰	65
Leasingham	9	89	25	123
Legsby	2	3	0	5
Linwood	0	0	0	0

³⁹ Within Greetwell Parish additional development will take place on the North East Quadrant SUE, which also straddles the parish boundary into Lincoln. Whilst this additional 500 dwellings will be delivered on the SUE, for the avoidance of doubt, the strategic housing requirement for Corringham Parish outside of the SUE for the purposes of neighbourhood planning is 42.

⁴⁰ Site NK/LEAD/001 straddles the boundary with Welbourn Parish and at present it is not know what amount of development would be included in each parish. Given the majority of the site is within Leadenham Parish and the site is adjacent to Leadenham village, the capacity is being included in the requirement for Leadenham Parish at this time.

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Lissington	1	2	0	3
Little Hale	2	4	0	6
Market Rasen	41	312	118	471
Martin	5	17	18	40
Marton	5	44	0	49
Metheringham	12	340	0	352
Middle Rasen	18	312	92	422
Morton	0	5	0	5
Navenby	107	105	0	212
Nettleham	203	415	205	823
Nettleton	5	28	0	33
Newball	0	0	0	0
Newton and Haceby	0	0	0	0
Newton-on-Trent	2	5	0	7
Nocton & Potterhanworth	7	36	0	43 ⁴¹
Normanby-By-Spital	1	1	0	2
Normanby le Wold	0	0	0	0
North Carlton	12	2	0	14
North Hykeham & South Hykeham	283	182	1217	1682 ⁴²
North Kelsey	15	16	0	31
North Kyme	0	0	0	0
North Rauceby	1	3	0	4
North Scarle	18	15	0	33
North Willingham	2	5	0	7
Northorpe	1	8	0	9
Norton Disney	2	6	0	8
Osournby	0	18	0	18
Osgodby	7	18	0	25
Owersby	3	17	0	20
Owmbly	4	9	0	13
Pilham	0	0	0	0
Potterhanworth	4	32	0	36
Rand	-1	0	0	-1
Reepham	1	13	0	14
Riby	0	2	0	2
Riseholme	0	0	46 ⁴³	46
Rothwell	0	6	0	6
Rowston	0	0	0	0
Roxholm	1	2	0	3
Ruskington	42	276	226	544
Saxby	2	0	0	2
Saxilby-with-Ingleby	196	205	151	552

⁴¹ Nocton Parish and Potterhanworth Parish have a shared neighbourhood plan and so have a shared requirement in this plan.

⁴² South Hykeham Parish and North Hykeham Parish have a shared neighbourhood plan and so have a shared requirement in this plan. Please note, this figure includes the South West Quadrant SUE.

⁴³ Please note, whilst this site is within Riseholme Parish, it is site reference WL/RISE/001 which is adjacent to the Lincoln urban area to the south of the A46 bypass.

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Scampton	10	15	0	25
Scopwick & Kirkby Green	2	10	0	12
Scothern	35	16	94	145
Scotter	3	75	42	120
Scotton	2	9	0	11
Scredington	1	1	0	2
Searby-Cum-Owmbly	0	2	0	2
Silk Willoughby	2	9	0	11
Sixhills	0	0	0	0
Skellingthorpe	27	503	0	530
Sleaford	376	2360	780	3516
Snarford	0	2	0	2
Snelland	0	0	0	0
Snitterby	2	8	0	10
Somerby	1	2	0	3
South Carlton	0	0	0	0
South Hykeham	Please see North Hykeham and South Hykeham			
South Kelsey	0	17	0	17
South Kyme	0	18	0	18
South Rauceby	4	1	0	5
Spridlington	4	2	0	6
Springthorpe	1	4	0	5
Stainfield	3	1	0	4
Stainton-By-Langworth	1	0	0	1
Stainton-Le-Vale	-1	2	0	1
Stapleford	0	1	0	1
Stow	6	11	0	17
Sturton-By-Stow	14	48	69	131
Sudbrooke	24	153	0	177
Swallow	0	0	0	0
Swaton	1	3	0	4
Swinderby	4	145	0	149
Swinhope	0	0	0	0
Tealby	10	16	0	26
Temple Bruer	2	5	0	7
Thonock	0	0	0	0
Thoresway	0	1	0	1
Thorganby	0	0	0	0
Thorpe in the Fallows	0	0	0	0
Thorpe on the Hill	32	13	0	45
Threekingham & Spanby	2	5	0	7
Thurlby	7	0	0	7
Timberland & Thorpe Tilney	1	13	0	14
Toft Newton	1	0	0	1
Torksey	0	2	0	2
Upton	1	22	0	23
Waddingham	5	15	49	69
Waddington	295	298	403	996

Parish	Dwellings built 2018-2021 ³²	Dwellings with permission ³³	Dwellings allocated only ³⁴	Requirement from the plan ³⁵
Walcot	1	2	0	3
Walcott	15	7	0	22
Walesby	0	7	0	7
Walkerith	0	1	0	1
Washingborough	52	62	185	299
Welbourn	2	15	0	17
Wellingore	2	24	0	26
Welton	146	267	458	871
West Firsby	0	3	0	3
West Rasen	0	1	0	1
Wickenby	1	3	0	4
Wildsworth	1	0	0	1
Willingham	4	0	0	4
Willoughton	0	0	0	0
Wilsford	-1	2	0	1
Witham St Hughs	53	1265	0	1318

Table A1.2. Housing Requirements for Designated Neighbourhood Areas in non-parish areas

Neighbourhood Area	Requirement
Long Leys Neighbourhood Area, Lincoln	18

Appendix 2: Car Parking Standards

The Standards set out in Table A2.1. will be applied in Central Lincolnshire.

Table A2.1. Car parking standards in Central Lincolnshire

Accommodation type / size	Lincoln City Centre	Other Urban and Suburban Areas (including wider Lincoln urban area, main towns and market towns)	Villages and Rural Area
1 bed dwelling (C3)	No standards, each application considered on a case by case basis (with further detail provided in a Lincoln City specific SPD)	1	1
2 bed dwelling (C3)		2	2
3 bed dwelling (C3)		2	3
4 bed dwelling (C3)		2	3
5+ bed dwelling (C3)		3	3
Flatted Development		1 plus visitor allowance	1 plus visitor allowance
C4 Houses in Multiple Occupation		1 per bedroom	1 per bedroom
Sheltered Housing Category 1		1 space per unit, plus 1 per warden, plus 1 per 5 dwellings visitor spaces, plus 1 in 10 spaces to be disabled spaces. *	
Sheltered Housing Category 2			
Extra Care			
Residential care homes for elderly		1 space per FTE staff, plus 1 space per 5 beds for visitors, and 1 in 20 spaces to be disabled spaces*	1 space per FTE staff, plus 1 space per 3 beds for visitors, and 1 in 20 to be disabled spaces*
Residential institutions		1 space per FTE staff, plus 1 per 5 beds visitor spaces*	1 space per FTE staff, plus 1 space per 3 beds for visitors*
Halls of Residence		To be agreed on a case by case basis, 1 space per 40 beds as a starting point	

* Adequate circulation space for ambulances should also be provided.

Appendix 3: Open Space Standards

Part A: New Open Space

The standards, shown in Table A3.1. relate to the quantity, quality and accessibility of each type of open space and comprise of:

- **Quantity standards** – the area of open space required for every 1,000 people
- **Access standards** – how far people travel from their home to reach a particular type of open space
- **Quality standards** – a level of standard that all open spaces should strive to attain

Table A3.1. Standards for Open Space Provision in Central Lincolnshire

Type of Open Space	Quantity Standard	Access Standard	Quality Standard
<p>Allotments and Community Growing Spaces</p> <p>Areas of land that provide opportunities for growing fruit, vegetables and other plants, either in individual allotments or as a community activity</p>	0.31 ha per 1,000 population	1,600m walking distance	Good and above as defined by any locally agreed quality criteria
<p>Amenity Greenspace</p> <p>Open spaces that are normally predominantly mown grass, but may also include areas of trees and landscaping. They may be used for a variety of informal recreational or social activities close to home or work, such as walking, sitting and passive recreation.</p>	0.66 ha per 1,000 population	400m walking distance	Good and above as defined by Green Flag standard or any locally agreed quality criteria
<p>Provision for Children and Young People</p> <p>Equipped children's play areas (LAPs, LEAP and NEAPs)</p> <p>Outdoor youth provision (MUGAs and skateboard parks)</p>	0.12 ha per 1,000 population	LAP/LEAP - 400m walking distance NEAP – 1,200m walking distance	Good and above as defined by Fields in Trust standards or any locally agreed quality criteria.
<p>Local and Neighbourhood Parks and Gardens</p> <p>Areas of multi-functional open space, the majority of which is publicly accessible, normally enclosed, designed, constructed, managed and maintained as a public park, garden or recreation ground.</p> <p>Parks should provide for a range of recreational activities that may include outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking.</p>	0.38ha per 1,000 population	Local – 400m walking distance Neighbourhood - 1,200m walking distance	Good and above as defined by Green Flag standard or any locally agreed quality criteria

Type of Open Space	Quantity Standard	Access Standard	Quality Standard
<p>Strategic Park and Garden</p> <p>Large areas of multi-functional open space, the majority of which is publicly accessible, normally enclosed, designed, constructed, managed and maintained as a public park, garden or recreation ground. Likely to attract visitors for more than one hour.</p> <p>Parks should provide for a range of recreational activities that may include outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. May also include visitor facilities such as car park, toilets and a café.</p>	No standard – provision should be opportunity or design led	Within 15km or a 15 minute drive time	Good and above as defined by Green Flag standard or any locally agreed quality criteria
<p>Outdoor Sports Facilities (Public)</p> <p>Outdoor sports facilities consist of natural or artificial surfaces used for sport and recreation, including playing pitches, tennis courts, bowling greens, athletics tracks and other outdoor sports areas.</p>	1.09ha per 1,000 population or as defined in the conclusions of an up-to-date Playing Pitch Strategy which would allow the use of the Sport England playing pitch development calculator.	1,200m walking distance or as defined in the conclusions of an up-to-date Playing Pitch Strategy which would allow the use of the Sport England playing pitch development calculator.	Good and above as defined by Sport England governing body standards or any locally agreed quality criteria or as defined in the conclusions of an up-to-date Playing Pitch Strategy which would allow the use of the Sport England playing pitch development calculator.
<p>Natural and Semi-Natural Greenspace</p> <p>Natural and semi-natural open space which have been planted or colonised by vegetation and wildlife, including woodland and wetland areas, and where the public have legal or permissive access.</p>	1 ha per 1,000 population (which ideally meets the criteria for LNR designation in Lincoln and West Lindsey)	<p>400m walking distance to an accessible natural greenspace of at least 2 ha</p> <p>2km from home to an accessible natural greenspace 20ha in size</p> <p>5km from home to an accessible natural greenspace 100ha in size</p> <p>10km from home to an accessible natural greenspace 500ha in size</p>	<p>Good and above as defined by any locally agreed quality criteria.</p> <p>Areas of natural and semi-natural greenspace should support local biodiversity and take opportunities to link to the green infrastructure network</p>

These requirements take account of the anticipated pressure resulting from developments of different sizes in accordance with the open space standards detailed in the Open Space Audit and Assessment Update 2021. Standards should not be simply added together to generate a total requirement for open space. This is because it may be possible to provide some open space types

within the boundary of another. For example, a neighbourhood park may be multi-functional and contain one or a number of the other open space types.

The most up to date Open Space Audit and Assessment, Playing Pitch Strategy and Green Infrastructure Strategy documents provide a useful starting point to identify the type of open space required, but early discussion with the local planning authority is also recommended.

The following thresholds provide clarity as to what should be delivered on and off-site on development proposals of a variety of sizes.

Table A3.2. Thresholds for On-Site and Off-Site Open Space Provision

Type of Open Space	Development Scheme Thresholds for Open Space Provision				
	<10 dwellings*	10-49	50-99	100 -499	500+ Sustainable Urban Extension
Allotments and Community Growing Spaces	No requirement	Off-site	On-site or off-site	On-site or off-site	On site
Amenity Greenspace	No requirement	On-site or off-site	On-site or off-site	On-site or off-site	On site
Provision for Children and Young People	No requirement	On-site or off-site	On-site or off-site	On-site or off-site	On site
Outdoor Sports Facilities (Public)	No requirement	Off site	On-site or off-site	On-site or off-site	On site
Natural and Semi-Natural Greenspace	No requirement	On site or off site	On site	On site	On site

* Smaller developments may be required to make a contribution where the development creates or exacerbates a deficiency of open space in the area.

Development population should be calculated using the average occupancy levels set out in Table A3.3. below. Where the number of bedrooms is not known, the average occupancy rate for the District should be used (ONS, Census 2011).

Table A3.3. Average Occupancy Levels for Calculating Development Population

Number of bedrooms	Lincoln	North Kesteven	West Lindsey
1	1.3	1.3	1.3
2	1.9	1.7	1.7
3	2.4	2.3	2.3
4	2.9	2.9	2.8
5 or more	3.5	3.2	3.1
District average occupancy rate	2.2	2.3	2.3

The calculation below sets out how much open space will be required using an average occupancy rate of 2.3 people.

Table A3.4. Open Space Requirements Using Average Occupancy Rate of 2.3 People

Type of Open Space	Requirement per dwelling
Allotments and Community Growing Spaces	7.1m ² /dwelling
Amenity Greenspace	15.2m ² /dwelling

Type of Open Space	Requirement per dwelling
Provision for Children and Young People	2.76m ² /dwelling
Local and Neighbourhood Parks and Gardens	8.76m ² /dwelling
Outdoor Sports Facilities (Public)	2.32m ² /dwelling
Natural and Semi-Natural Greenspace	2.30m ² /dwelling

Part B: Playing Pitches

A playing pitch is a marked out area of 0.2 hectares or more and which is used for football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.⁴⁴ A playing pitch may have a natural or artificial surface.

As a guide, the expected quantity standard for playing pitches is 1.1ha/1,000 population.

The type of playing pitch/pitches to be provided will be negotiated on a case by case basis, taking account of current local provision and community aspirations, as well as the latest Central Lincolnshire Playing Pitch Strategy.

⁴⁴ The Town and Country Planning (Development Management Procedure) (England) Order 2015

Appendix 4: Principles for Development within Biodiversity Opportunity Areas

The following guidance provides a set of development principles which should be used when considering site allocations and determining planning applications in the context of the Central Lincolnshire Biodiversity Opportunity Mapping (BOM) and the ecological network it alludes to. These principles are to be used in conjunction with policy S61 within this Local Plan.

Ecological networks are key to creating a more robust natural environment which will be resilient to future pressures⁴⁵. They will play an integral role in the creation of Nature Recovery Networks and likely act as the basis of any local work towards a national strategy, for example Local Nature Recovery Strategies.

Central Lincolnshire Biodiversity Opportunity Mapping Categories

Dark Green: Ecological network - high quality

Consists of Priority habitat, these are the core areas of an ecological network and are of high value in terms of distinctiveness. These may require management to either maintain or improve their current condition.

Light Green: Ecological network - opportunity for management

These areas are not currently Priority habitat, but are important for biodiversity and the functionality of the ecological network of which they are part. They provide an opportunity for their quality to be improved through management, with positive results for biodiversity.

Dark Brown: Opportunity for creation - more joined up

These are not currently part of an ecological network, but provide opportunities to connect together two or more ecological networks through habitat creation.

Light Brown: Opportunity for creation

These areas are not currently part of an ecological network, but provide opportunities for increasing the size of an ecological network through habitat creation.

Guidance regarding site allocations and planning permission applications in a Biodiversity Opportunity Mapping context.

Biodiversity opportunity mapping developed by the Greater Lincolnshire Nature Partnership highlights both the existing ecological network and where the best opportunities lie for improvement in regards to the extent of habitat in the network, the condition or distinctiveness of said habitat and overall connectivity of the network. All policy and decisions should take into account the impact of development to these networks and where possible avoid permitting proposals which may negatively affect the existing network. Where this is not possible, or where development is planned on areas identified as an opportunity for creation, principles should call for quality design which will protect and enhance the existing network.

Biodiversity net gain should prioritise onsite habitat creation and management over offsite. Where land earmarked for development contains, either partially or entirely, any areas highlighted by the BOM, these should be seen as opportunities to contribute to onsite biodiversity net gain requirements in a way that will also conserve, restore and enhance ecological connectivity. However, it should be recognised that **Ecological network - opportunity for management areas**

⁴⁵ Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework.

and **Opportunity for creation areas** identified by the BOM, which are not part of a development area, are well placed as locations for habitat creation or management. Doing so contributes towards any required offsite biodiversity net gain commitments for development. Additionally, habitat created in an ecologically desirable location or in an area identified for biodiversity by a local strategy are valued more highly by Defra’s biodiversity net gain metric. Any sites recognised by the BOM which apply to be included on the register of biodiversity gain sites should be given due regard in planning for their importance to enhancing ecological networks.

Notes on Development Principles

- For the purpose of ecological networks “habitat creation” refers to semi natural or natural habitats.
- Any habitat created should fit with the existing ecological network and be either the same habitat type or related habitat. A related habitat refers to habitats often found in association as part of a dynamic complex.⁴⁶
- Ecological advice should be sought in the preservation and enhancement of ecological networks and achievement of biodiversity net gain.

Development Principles

Where allocated sites or sites submitted for planning permission contain or overlap with any **Ecological network – high quality area**, the following principles should apply:

1. **High quality ecological network areas** consist of Priority habitat and contain the most valuable habitats. It should not be built on and should be buffered against impacts of development. Where development is permitted on land containing areas of **high quality ecological network**, the development layout should use the principles of the Mitigation Hierarchy and be designed in such a way as to avoid damage to these areas.
2. **High quality ecological network areas** should be recognised as a potential opportunity to achieve biodiversity net gain requirements by improving condition through sensitive management.

Where allocated sites or sites submitted for planning permission contain or overlap with any **Ecological network – opportunity for management area**, the following development principles should apply:

1. Proposals should avoid development on **Ecological network – opportunity for management areas** where possible.
2. Where this is not possible, the development layout should ensure that connectivity of the network is maintained. This can be achieved through quality design, for example by leaving strategically important habitat in place to create wildlife corridors or the use of green/brown roofing to act as stepping stones between larger areas of habitat; or through the effective creation of new habitat as part of a landscaping scheme which allows for the migration and dispersal of species.
3. Proposals should fulfil onsite net gain requirements through creation and sensitive management of habitats, in a way that will enhance the ecological network either by ensuring connectivity or improving condition.

⁴⁶ Natural England (2021) The Biodiversity Metric 3.0: Technical Supplement

Where allocated sites or sites submitted for planning permission contain or overlap with any mapped **Opportunity for creation areas**, the following development principles should apply:

1. Where development takes place on **Opportunity for creation areas**, applications should include information clearly demonstrating how opportunities to maintain or enhance the ecological network (in regards to the extent of habitat in the network, the condition or distinctiveness of said habitat) and overall connectivity in the network, have or will be taken. It should include aspects of quality design; for example, by leaving strategically important habitat in place where possible to create wildlife corridors or the use of green/brown roofing to act as stepping stones between larger areas of habitat. It should also take any opportunities for effective habitat creation as part of a landscaping scheme which ensures connectivity between habitats for the species which utilise them.
2. Proposals should prioritise any **Opportunity for creation areas** within the development site for habitat creation. This will ensure that requirements for both biodiversity net gain and the enhancement of ecological networks are achieved in an effective way. Habitat creation onsite should maximise the potential for the ecological network in regards to: the extent of habitat in the network, the condition or distinctiveness of said habitat and the overall connectivity of the network. Additionally, habitat created onsite in an ecologically desirable location or in an area identified by a local strategy, are valued more highly by Defra's biodiversity net gain metric.

Glossary

Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.</p> <p>Affordable home ownership is included within the definition as discounted market housing provided arrangements are put in place for the discount to remain for future eligible households.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes. The above definition was derived from the definition set out in the NPPF published in 2021.</p>
Amenity	<p>A general term used to describe the tangible and intangible benefits or features associated with a property or location that contribute to its character, comfort, convenience or attractiveness.</p>
Ancient Woodland	<p>Any wooded area that has been wooded continuously since at least 1600AD.</p> <p>It includes: ‘ancient semi-natural woodland’ – mainly made up of trees and shrubs native to the site, usually arising from natural regeneration; and, ‘plantations on ancient woodland sites’ – areas of ancient woodland where the former native tree cover has been felled and replaced by planted trees, usually of species not native to the site.</p>
Appropriate Locations	<p>Appropriate locations means a location which does not conflict, when taken as a whole, with national policy or policies in this Local Plan. In addition, to qualify as an ‘appropriate location’, the site, if developed, would:</p> <ul style="list-style-type: none"> • 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.
Best and Most Versatile Agricultural Land	<p>Land in grades 1, 2 and 3a of the Agricultural Land Classification.</p>
Biodiversity	<p>The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.</p>
BREEAM	<p>BREEAM is the world’s leading sustainability assessment method for master planning projects, infrastructure and buildings.</p> <p>Assets are assessed through third party certification, using standards developed by BRE (The Building Research Establishment).</p>
Brownfield land / Previously Developed Land	<p>Land that has been previously developed.</p>

Catchment Flood Management Plans (CFMPs)	Produced by the Environment Agency, CFMPs give an overview of the flood risk across each river catchment. They recommend ways of managing those risks now and over the next 50-100 years.
Central Lincolnshire Joint Strategic Planning Committee (CLJSPC)	The Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) was established in October 2009. It contains representatives from the four constituent authorities, namely City of Lincoln Council, North Kesteven District Council, West Lindsey District Council, and Lincolnshire County Council.
Convenience and Comparison Shopping	<p>Convenience – including food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals, non-durable household goods such as cosmetics, cleaning products, stationary.</p> <p>Comparison - including clothing materials and garments, shoes and other footwear, materials for the maintenance and repair of dwellings, furniture and furnishings, carpets and other floor coverings, household textiles, major household appliances whether electrical or not, small electrical household appliances, tools and miscellaneous accessories, glassware, tableware and household utensils, medical goods and other pharmaceutical products, bicycles, books and stationary, plants, jewellery, games, toys, hobbies, camping equipment.</p>
Community Infrastructure	Facilities available for use by all the community, such as church or village halls, doctor’s surgeries and hospitals, even public houses. Community facilities could also include children’s playgrounds and sports facilities.
Conservation Area	A formally designated area of special historic or architectural interest whose character must be preserved or enhanced.
Developed Footprint	<p>Developed footprint of a settlement is defined as the continuous built form of the settlement and excludes:</p> <ul style="list-style-type: none"> • individual buildings or groups of dispersed buildings which are clearly detached from the continuous built up area of the settlement; • 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; • agricultural buildings and associated land on the edge of the settlement; and • outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.
Economic Needs Assessment	An evidence report examining the economic needs of Central Lincolnshire which projects the economic growth and job growth in Central Lincolnshire to 2040.
Ecosystem Services	<p>The benefits to people provided by nature, including:</p> <ul style="list-style-type: none"> • provisioning services (e.g. food, water, wood, construction materials) • regulating services (e.g. water quality, flood regulation, erosion protection, carbon storage, noise reduction, air quality regulation, cooling and shading)

	<ul style="list-style-type: none"> • supporting services (e.g. habitats, thriving plants and wildlife, pollination) • cultural services (e.g. access to nature, sense of place, aesthetic value, recreation and education)
Environmental net gain	Where biodiversity net gain, through habitat creation and enhancement, is achieved first and then goes further to deliver overall improvements in natural capital, ecosystem services and the benefits that they deliver.
Examination	A form of independent public inquiry into the soundness of a submitted Local Plan, which is chaired by an Inspector appointed by the Secretary of State. After the examination has ended the Inspector produces a report with recommendations which, in simple terms, are binding on the Council.
First Homes	<p>A specific kind of discounted market sale housing, being prioritised by Government which will account for at least 25% of all affordable housing being delivered through planning obligations, which:</p> <ul style="list-style-type: none"> a) must be discounted by at least 30% against market value; b) are sold to persons meeting set First Homes eligibility criteria; c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and d) after the discount has been applied, the first sale must be at a price no higher than £140,000 (locally set price).
Food Enterprise Zone	Food Enterprise Zones are based on local development orders and streamline planning procedures for businesses that meet the zone’s criteria, making it cheaper and simpler for them to expand. They also make it easier for new businesses to set up, attracting investment and boosting the rural economy.
Full Time Equivalent (FTE)	The hours worked by one employee on a full-time basis.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Greater Lincolnshire Local Enterprise Partnership (GLLEP)	<p>The GLLEP works with the public and private sector to deliver sustainable economic growth.</p> <p>The purpose of the GLLEP is to drive economic growth and to be the voice of the local business community, ensuring that the economic interests of the area are properly represented.</p>
Greenfield Land	Land which has not been previously developed.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own family’s or dependents’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Health Impact Assessment (HIA)	A method of considering the positive and negative impacts of development upon human health.

Historic Environment Record (HER)	HERs are an important starting point for anyone interested in the archaeology, built heritage, and history of an area. They can provide information on a wide variety of buildings and sites and are a primary source of information for planning, development-control work, and land management.
Important Established Employment Areas (IEEA)	Well established employment areas which include some plots available for development, offering choice and flexibility to the market through intensification or redevelopment.
Important Open Spaces	Existing open spaces that are protected under Policy S65.
Infill	Development of a site between existing buildings. A collective term which relates to essential services, including road and transport facilities; education and medical facilities; and open space.
Infrastructure Delivery Plan (IDP)	The Central Lincolnshire Infrastructure Development Plan (IDP) has been prepared alongside this Local Plan and will be regularly updated. The IDP is produced to identify the range of infrastructure types and projects required to support growth and it identifies likely funding sources, delivery agents, timescales and priorities.
Infrastructure Integrated Impact Assessment	See ‘Sustainability Appraisal’
Lead Local Flood Authority (LLFA)	LLFAs are county councils and unitary authorities. They lead in managing local flood risks (i.e. risks of flooding from surface water, ground water and ordinary (smaller) watercourses).
Joint Strategic Needs Assessment	The means by which Primary Care Trusts and local authorities describe the future health care and wellbeing needs of the local population and to identify the strategic direction of service delivery to meet those needs.
Local Green Space	Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. Local Green Space can be designated through a Local Plan or Neighbourhood Plan. The National Planning Policy Framework and National Planning Practice Guidance set out criteria and guidance for the designation of Local Green Space.
Local Industrial Strategy (LIS)	The Local Industrial Strategy is the Government’s long term plan to boost the productivity and earning power of people throughout the UK. Published in November 2017, it sets out five “foundations of productivity” as the building blocks for a transformed economy: ideas; people; infrastructure; business environment; and places. The Greater Lincolnshire LIS is led by the GLLEP.
Local Plan	A Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.
Local Transport Plan (LTP)	The 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.
Local Planning Authority (LPA)	The local authority which has duties and powers under the planning legislation.
Main Town Centre Uses	Defined by the NPPF (2021) as “Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)”
Major Development	Where the phrase ‘major development’ is used in this Local Plan, it means major development as defined by national legislation at the time. At the time of writing this Local Plan, the phrase is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as follows: “major development” means development involving any one or more of the following— (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where — (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1ha or more.
Ministry of Defence (MOD)	The Ministry of Defence is the British government department responsible for implementing the defence policy set by Her Majesty's Government, and is the headquarters of the British Armed Forces.
Minor Development	Any development which is not major development.
Multi-functionality	The ability to perform more than one function at the same time e.g. for nature, health and wellbeing, climate and prosperous communities.
National Planning Policy Framework (NPPF)	Sets out planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
National Planning Practice Guidance (NPPG)	Provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories.

Natural Capital	A concept that considers the natural environment as a series of assets that provide society with goods and services that support human wellbeing and the economy.
Objectively Assessed Need (OAN)	The identified housing need to meet the needs of the local authority area over the plan period.
Park Home	A residential mobile home, similar to a bungalow or caravan in style, installed as a dedicated site or 'home park'. They are designed to be lived in permanently, and provide opportunity for residents to own a home, but pay rent to the owner of the site.
Pitch	A pitch on a "gypsy and traveller" site
Plot (when relating to Policy S83)	A pitch on a "travelling showpeople" site (often called a yard)
Permitted Development	Permission to carry out certain limited forms of development without the need to make a planning application to a local planning authority.
Planning Obligations/ Section 106 Agreements	Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.
Policies Map	A map on an Ordnance Survey base map which shows where Local Plan policies apply.
Primary Shopping Area	An area where retailing and the number of shops in a town centre is most concentrated. The extent of this area is defined on the Policies Map.
Primary Shopping Frontages	A Shopping Frontage where a high proportion of retail uses (A1) is located. Defined on the Policies Map.
Proposed Submission Documents	Defined by The Town and Country Planning (Local Planning) (England) Regulations 2012 as: (a) the local plan which the local planning authority propose to submit to the Secretary of State, (b) if the adoption of the local plan would result in changes to the adopted policies map, a submission policies map, (c) the sustainability appraisal report of the local plan, (d) a statement setting out— (i) which bodies and persons were invited to make representations under regulation 18, (ii) how those bodies and persons were invited to make such representations, (iii) a summary of the main issues raised by those representations, and (iv) how those main issues have been addressed in the development plan document, and (e) such supporting documents as in the opinion of the local planning authority are relevant to the preparation of the local plan.
Sequential Approach	An approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.

<p>Strategic Flood Risk Assessment (SFRA)</p>	<p>A Strategic Flood Risk Assessment, or SFRA, is part of the evidence base for the Local Plan and collates information on all known sources of flooding that may affect existing or future development within the Central Lincolnshire area. Such sources include tidal, river, surface water (local drainage), sewers and groundwater.</p> <p>In collecting this information, the SFRA identifies and maps areas that have a ‘low’, ‘medium’ and ‘high’ probability of flooding, in accordance with national policy.</p> <p>Within the flood affected areas, the SFRA recommends appropriate land uses that will not unduly place people or property at risk of flooding. Where flood risk has been identified as a potential constraint to future development, the SFRA recommends possible flood mitigation solutions that may be integrated into the design (by the developer) to minimise the risk to property and life should a flood occur.</p>
<p>Strategic Housing Market Assessment (SHMA)</p>	<p>An assessment of housing need in the housing market area, including the scale and mix of housing and the range of tenures that is likely to be needed over the plan period.</p>
<p>Supplementary Planning Document (SPD)</p>	<p>SPDs expand on policies or provide further detail to policies contained in a Local Plan. At the time of writing, The Town and Country Planning (Local Planning) (England) Regulations 2012 set out what an SPD can cover.</p>
<p>Sustainability Appraisal (SA)</p>	<p>A formal, systematic process to assess the environmental, economic and social effects of strategies and policies from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal. In the case of this Central Lincolnshire Local Plan, an Integrated Impact Assessment (IIA) has been undertaken which incorporates sustainability appraisal.</p>
<p>Sustainable Development</p>	<p>Usually referred to as “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987). See also the NPPF.</p>
<p>Sustainable Drainage Systems (SuDS)</p>	<p>A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.</p>
<p>Sustainable Urban Extensions</p>	<p>SUEs are urban extensions developed in sustainable locations.</p> <p>SUEs coordinate the planning of residential opportunities, employment opportunities and the services and facilities that will enable residents to meet their day to day needs locally. They must be designed to integrate with the existing built and natural environment, integrate with existing communities, and maximise travel by sustainable travel modes, so that they do not result in a physically and socially segregated community. They present an opportunity to deliver a wide range of sustainable development principles that often cannot be achieved at a smaller scale.</p>

Urban Grain	The pattern and arrangement of the blocks, streets, green infrastructure and plots in a settlement.
Use Class	A Use Class is something that falls under the General Use Classes Order. The General Use Classes Order is a piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.
E Use Classes	<p>Uses under the new E Use Class introduced in September 2020 – Commercial, Business and service:</p> <ul style="list-style-type: none"> • E(a) Display or retail sale of goods, other than hot food • E(b) Sale of food and drink for consumption (mostly) on the premises • E(c) Provision of: <ul style="list-style-type: none"> ○ E(c)(i) Financial services, ○ E(c)(ii) Professional services (other than health or medical services), or ○ E(c)(iii) Other appropriate services in a commercial, business or service locality • E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,) • E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) • E(f) Creche, day nursery or day centre (not including a residential use) • E(g) Uses which can be carried out in a residential area without detriment to its amenity: <ul style="list-style-type: none"> ○ E(g)(i) Offices to carry out any operational or administrative functions, ○ E(g)(ii) Research and development of products or processes ○ E(g)(iii) Industrial processes
Water Framework Directive	<p>The Water Framework Directive introduced a comprehensive river basin management planning system to help protect and improve the ecological health of our rivers, lakes, estuaries and coastal and groundwaters.</p> <p>The Water Framework Directive (WFD) originates from the EU but has been retained in UK law following the UK's exit from Europe.</p>
Windfall Development	Development on a site which is not allocated for development in the Local Plan. Windfall developments are typically small scale (1-9 units); infill; change of use; or unexpected large sites (e.g. brownfield site)



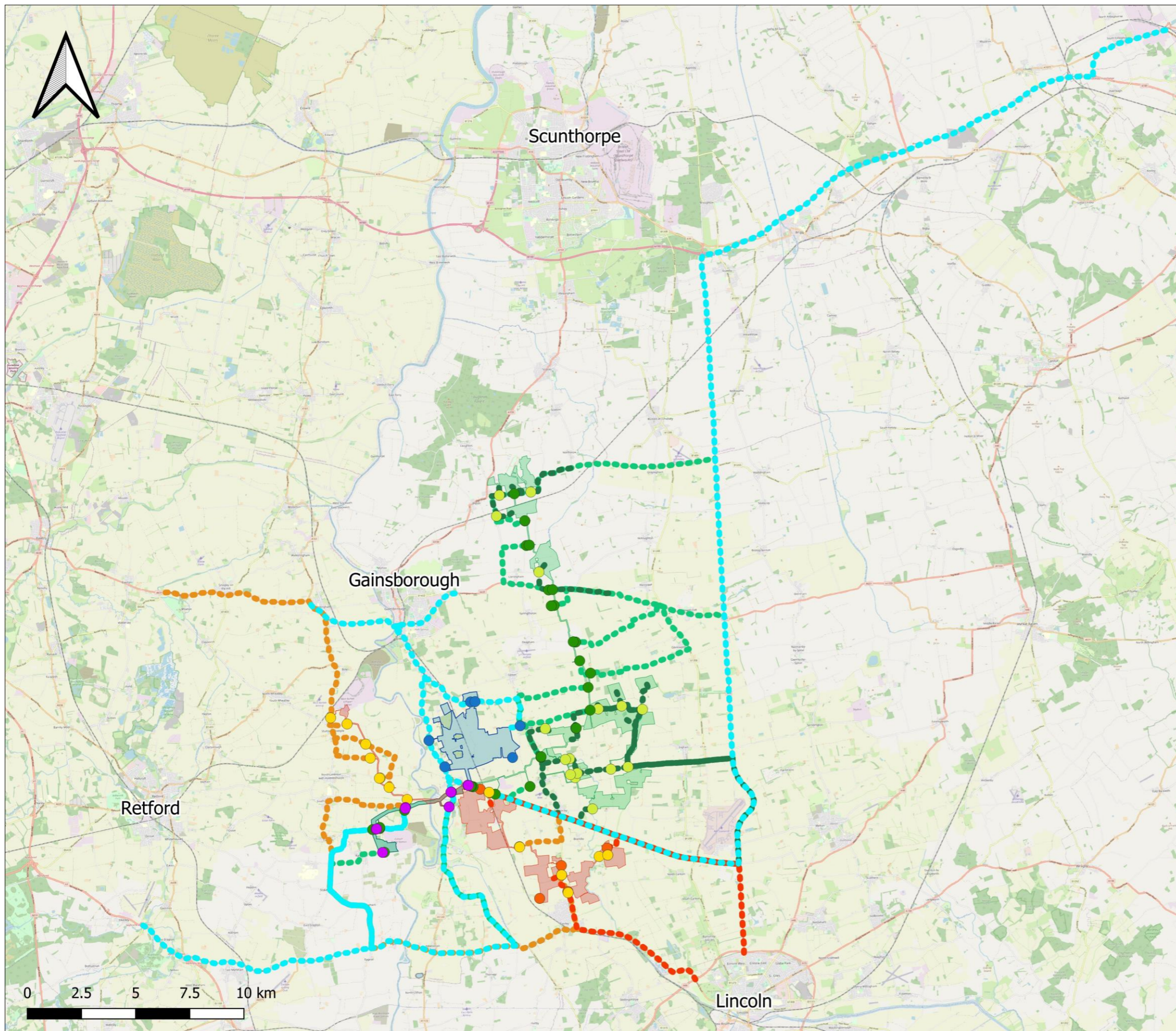
Central Lincolnshire **LOCAL PLAN**

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This document is also available in large print, Braille, different languages and on audio tape and CD. If you would like a copy of the document in one of these formats please contact the Central Lincolnshire Local Plan Team via the details above.

Appendix B. Cumulative Construction Traffic Route



Site Boundary

- Cottam
- West Burton
- Gate Burton

Cable route access locations

- Cottam
- West Burton
- Gate Burton

Arrays site access locations

- Cottam
- West Burton
- Gate Burton

Cables construction traffic route

- - - Cottam
- - - West Burton
- - - Gate Burton

Arrays construction traffic route

- - - Cottam
- - - West Burton
- - - Gate Burton

ATKINS

West Lindsey
DISTRICT COUNCIL

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Client
West Lindsey District Council

Project Title
Solar DCOs
Construction access and traffic map
Full extent

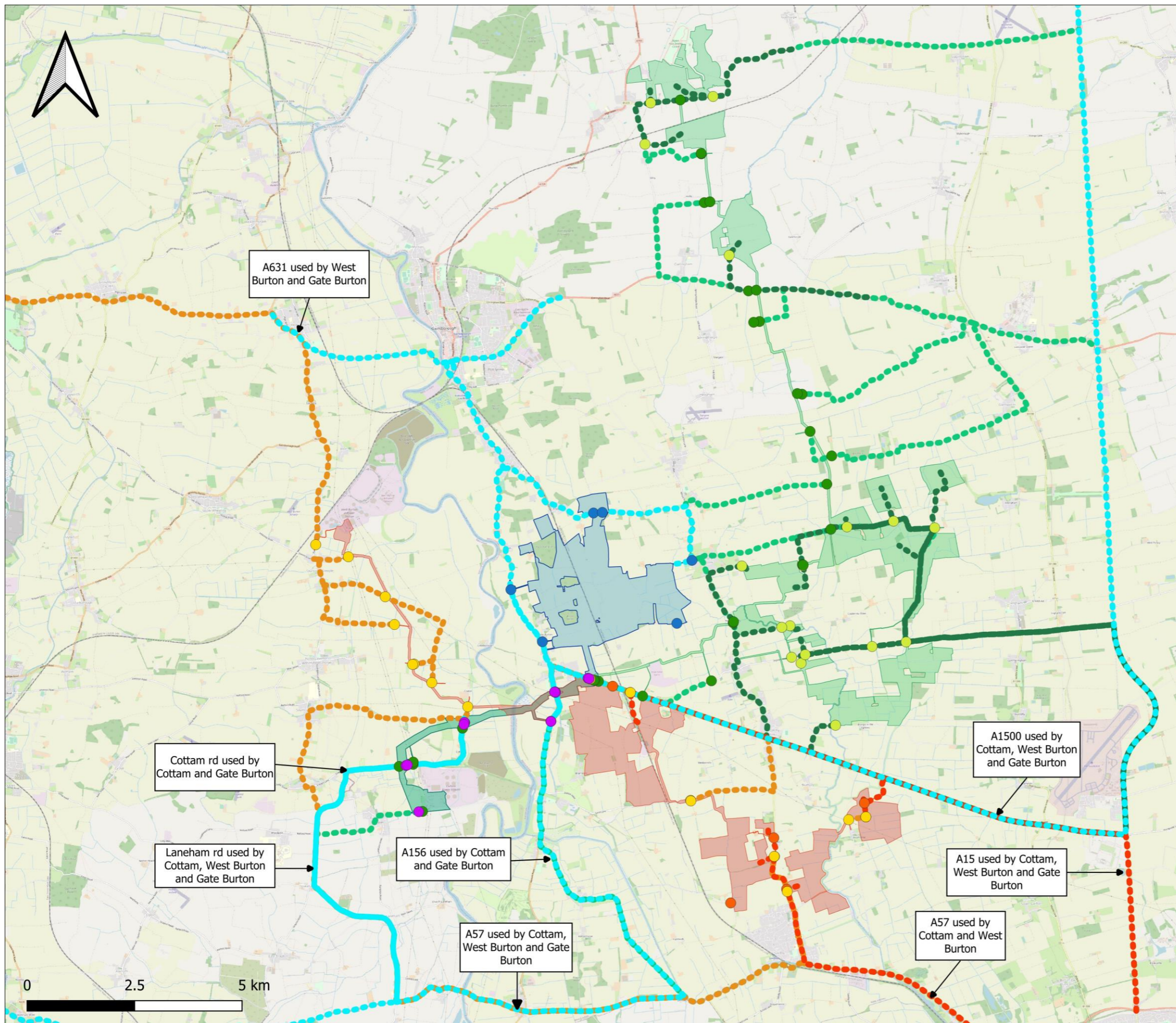
Date
30/06/2023

Scale 1:80,000	Originator BB	Checker LM	Approver AB
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- Site Boundary**
 - Cottam
 - West Burton
 - Gate Burton
- Cable route access locations**
 - Cottam
 - West Burton
 - Gate Burton
- Arrays site access locations**
 - Cottam
 - West Burton
 - Gate Burton
- Cables construction traffic route**
 - Cottam
 - West Burton
 - Gate Burton
- Arrays construction traffic route**
 - Cottam
 - West Burton
 - Gate Burton

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West Lindsey DISTRICT COUNCIL

Client: West Lindsey District Council

Project Title: Solar DCOs Construction access and traffic map

Date: 30/06/2023

Scale: 1:80,000	Originator: BB	Checker: LM	Approver: AB
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Original Size: A3	Sheet: 1 of 1	Rev: 05
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Project Ref. No: 5220579

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Appendix C. Marton Neighbourhood Plan



Morton Neighbourhood Plan 2019 - 2036

Referendum Version March 2021



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- MNP 2: Flood risk
- MNP 3: Criteria to consider new housing proposals.
- MNP 4: Residential Extensions and conversions
- MNP 5: Local character and the design of new development
- MNP 6: Key views
- MNP 7: Designated heritage assets
- MNP 8: Local heritage assets
- MNP 9: Existing open spaces and sports facilities
- MNP 10: Proposed Local Green Spaces
- MNP 11: Community facilities, shops and commercial premises
- MNP 12: Local employment and businesses
- MNP 13: Transport issues
- MNP 14: Active travel

Community Aspirations

- CA 1: Local history and heritage;
- CA 2: Countryside management and;
- CA 3: Traffic management
- CA4: Active Travel

Foreword

Whether we like it or not our Parish is likely to change over the next 20 or so years, linked to the Central Lincolnshire Local Plan and the related planning and investment decisions made by West Lindsey District Council and Lincolnshire County Council. We felt, therefore as if we had two options to address that challenge:

- Sit on our hands and do nothing: in which case we will have little say in what will actually happen; **or**
- We can be proactive and shape and influence future development.

We concluded that to be proactive was the right way forward, hence the commitment to produce a Neighbourhood Plan for Morton. We wanted to ensure that the local community is engaged throughout the plan preparation process. The aspirations of the plan must be shared and owned by all if we are to be successful. Indeed, the support of the local community will be tested when there is finally a local referendum to decide if the Neighbourhood Plan is used in the determination of planning applications in the future.

We also needed to engage various statutory bodies and agencies and seek their support on the policies and proposals being put forward. We also welcomed comments from local businesses, landowners and voluntary sector organisations. We therefore invited all people who live, work or have a business interest in the area to comment on the Draft Plan. As described in the (separate) Consultation Statement, we read and studied all responses (from the public and external consultees) with interest and the Draft Plan was revised to create a Submission Version which was submitted to West Lindsey District Council in May 2020. An Examination was held which the Neighbourhood Plan came through successful with only minor changes recommended by the Independent Examiner. Those changes have been made to create this final (referendum) version of the Morton Neighbourhood Plan.

We now need your involvement and support on just one more occasion to get the Plan “Made” such that it has legal weight. The final part of the process is for West Lindsey District Council to organise a local referendum to allow you to vote on whether (or not) you agree that the Morton Neighbourhood Plan should be used to influence the planning decisions. The Steering Committee and Parish Council look forward to a good turnout at the referendum.

Bruce Allison (Chair of the Morton Neighbourhood Plan Steering Group) March 2021

Acknowledgments

The Morton Neighbourhood Plan was commissioned by the Parish Council in September 2016 and a Steering Group made up of local residents and Parish Councillors was set up (Bruce Allison, Penny Lightfoot, Judith Butroid, Keith Panter, Jeff Jackson, Christine Allison, Lucille Middleton and Les Devine). Further support on the Character Surveys was given by Elaine and John Youngman.

Full funding was obtained through Locality under the Government Neighbourhood Plan Grant

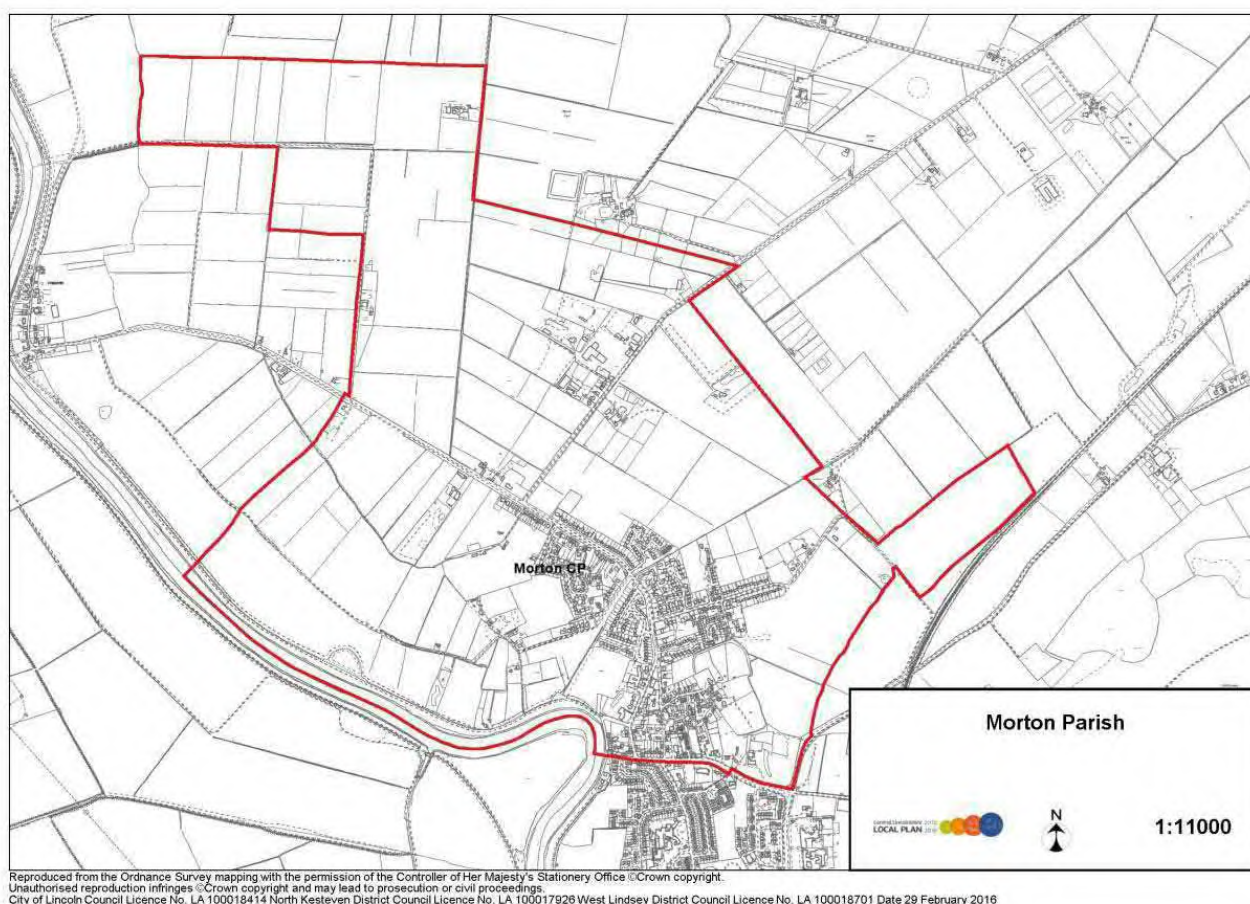
Advice, support, and feedback was provided by Planning officers at West Lindsey District Council.

The preparation of the Morton Neighbourhood Plan has been supported with professional planning advice from Clive Keble Consulting.

1 What is the Morton Neighbourhood Development Plan?

- 1.1 This Neighbourhood Development Plan, (hereinafter referred to as the Morton Neighbourhood Plan or MNP) has been prepared by the local people of Morton Parish. This is the Submission Version, which is to be submitted to West Lindsey District Council for further consultation and independent examination. In accordance with the existing (adopted) Central Lincolnshire Local Plan, the Morton Neighbourhood Plan will cover the period 2019 to 2036.
- 1.2 The Localism Act 2011 provided new powers for Parish Councils and community forums to prepare land use planning documents. The Parish area, shown in figure 1, was designated as a Neighbourhood Plan Area, and Morton Parish Council (MPC) was designated as a qualifying body to prepare a Neighbourhood Plan on 3rd September 2016.

Figure 1: Neighbourhood Plan Area



- 1.3 A Neighbourhood Plan is a relatively new type of planning document. Working with and on behalf of its parishioners, through a Neighbourhood Plan Steering Group (SG) the Parish Council has prepared this land use development plan that will shape future growth across the parish. The Parish Council has assessed the development required to enable the village to remain sustainable serving current and future residents. When it has been 'Made' by West Lindsey District Council (WLDC) following further consultation, independent examination and a local referendum, the policies will be used in assessing planning applications in the Parish.

The Next Steps

- 1.4 This is the Referendum Version of the Morton Neighbourhood Plan. It had been submitted to West Lindsey District Council (WLDC) in May 2020 and publicised for a 6 week period. An independent examiner was appointed to consider representations and to check that the Basic Conditions, including conformity with national and local planning policy, were met. The examiner suggested only minor modifications and recommended to the District Council that, subject to amendment, the Plan could proceed to a referendum. This, Referendum Version, includes all the modifications suggested by the examiner.

- 1.5 A simple majority (over 50%) of people voting must support the plan if it is to be 'Made' by the District Council. It can then form part of the Development Plan for the area and become a major consideration when determining planning applications. The (Yes or No) question to be asked at the referendum is: *"Do you want West Lindsey District Council to use the Neighbourhood Plan for Morton to help it decide planning applications in the Neighbourhood Area?"*

2 Morton and its Surroundings

A Brief History

- 2.1 Morton is listed in the 1086 Domesday Book as "Mortune", with four households. It was a township of Gainsborough parish until 1846, when the first church, dedicated to Saint Paul, opened. It became a chapelry, until 1866, when Morton was created a civil parish.
- 2.2 In C18 and C19, smuggling took place alongside legitimate river trade. There was a pub at Morton Wharf called the Old Sailor Boy Inn. Folklore suggests that contraband was smuggled between the pub and the house named as Willow Bank which still exists on Front Street. It is said that the tunnels also extended towards the old Floss Mill (now demolished) for a similar purpose as the person that lived in Willow Bank owned Floss Mill originally. The entrance to the tunnels still exists beneath the houses nearest the river in Front Street but have been blocked up and the tunnel network demolished following the building development that has occurred along the River Trent at Morton Wharf.
- 2.3 Morton tower mill was built around 1820 but was disused by 1899. The surrounding buildings were demolished by 1994 after a laundry which had occupied the site for some years closed. By 1991 the mill had become only a five-storey roofless tower, with no internal floors, other than a reinforced concrete strong room on the ground floor, believed to have been constructed in the Second World War as a home guard base. It was converted into an office in 1994 with new floors, ogee timber cap, no sails, and a two-storey extension on the north side. The height is 43 feet and it has a diameter of 23 feet.
- 2.4 The Kelsey family owned the Mill and they lived in Southlands (the house which was knocked down to make way for the Southlands Estate). Mr Tom Kelsey later built Townrows Flour Mill in Gainsborough. The original use of the Mill was to produce flour until the beginning of the 20th Century when it became a steam laundry.
- 2.5 There were a number of other mills lining the River Trent all taking grain from the land and shipping it via barges to ports on the Humber or further inland. One of the most prominent mills was Floss Mill (now demolished) which was located at Morton Corner on the river just south of Morton Wharf. It is said that the name gave inspiration to the author George Eliot when she wrote her book 'Mill on the Floss' but it is disputed whether this was the actual Mill that she depicted in her book. In terms of other local industries, these included Eagre Coaches at Morton Wharf. The company was taken over by Doncaster based firm Wilfreda Beehive and still operates an office at the old petrol filling station opposite the Old Crooked Billet Public House. There was a blacksmith in Dog & Duck Lane. The premises are still there, and it was used as a garage & vehicle repair shop next to the old post office.
- 2.6 Morton Wharf was a hive of past trade. Coal was delivered from the Nottinghamshire pits by boat along Chesterfield Canal and the River Trent to Morton. A firm called Barlow's distributed it locally before the Co-op Society took over. There was also a maltings on the Wharf operated by William Gleadell and Sons. The old firm is still in existence as Gleadell Agriculture Ltd. The architecture had a Dutch influence due to the trade from the Gainsborough and Humber region with the Netherlands.

- 2.7 In terms of literary links, it is said that in 1859 the author George Eliot and a George Lewes stayed with a Mr Downey Fretwell and Mary his wife at Willow Bank Morton in what was called Town Street, but which is now called Front Street. George Eliot started to write her book 'The Mill on the Floss' under the large chestnut tree in the grounds of the house and whilst sitting opposite Willow Bank where she had a clear view of the Fretwells Water Mill. This is disputed by locals who state that the Mill mentioned in the book is Mercers Mill that was further up the river in Gainsborough.
- 2.8 Saturday March 22nd, 1947 became known a 'Black Saturday' in Gainsborough when the River Trent overflowed its banks, pouring flood water into the town. At the same time, there was another overflow at Morton Corner, where the water found an outlet and poured millions of gallons into the back part of the village. Walkerith Road is said to have raged like a torrent for many hours, adding to the devastation in Morton. Modern flood defences, comprising steep banks or walls now influence the form and character of the landscape alongside the river, However, the flood bank to the north of Morton accommodates a footpath, giving wide ranging views across the flat landscape.
- 2.9 The River Trent flooded again in 1977, but to the west. Following the floods of 1947 flood defences had been developed along the Gainsborough and Morton side and in 1977 they worked. There was water laying in the fields behind Mill Lane and Granary Close as the water level in the drainage channels rose, but it was not considered to be a significant threat to Morton. Fortunately, the village has not flooded at the time of writing (Nov. 2019).

Morton Today

- 2.10 The 2011 Census recorded the population of Morton as 1325 residents comprising, 632 (47.7%) males and 693 (52.3%) females. The population structure includes fewer younger people and more older people than the average for both West Lindsey and Lincolnshire. There were 638 dwellings recorded in the 2011 Census, most within the village itself, almost 80% of which are owner occupied. New development has been limited since several housing estates were built in the 1970's, 80's and 90's and an apartment development (The Wharf) constructed on the former Trentside bus depot which was completed in 2015. Otherwise only 10 other dwellings have been completed since 2009. This point, which is related to flooding constraints, is discussed in more detail below.
- 2.11 Morton has a range of community facilities including a primary school (Morton Trentside), a nursery, a public house and two shops, including a small purpose built Co-op. There is a well-used village hall which is host to many different groups/activities and a church. In Gainsborough there are doctor and dental surgeries and a minor injuries unit at the John Coupland Hospital. There are secondary schools and higher education colleges, again nearby in Gainsborough.
- 2.12 Whilst farms, schools, local facilities, and some small business units etc. provide some jobs, there are no large-scale employers in Morton. However, the proximity of Gainsborough, power generation plants in the Trent Valley and a little further away, Lincoln and Scunthorpe provide employment opportunities across various sectors and skill sets.
- 2.13 The relationship between Morton and Gainsborough is interesting and complex. Front Street forms the boundary between the two settlements and Morton relies upon Gainsborough for higher level facilities and services, but the two are distinct communities. It is important that the Neighbourhood Plan maintains/improves the physical and economic links between the village and the town at the

same time as protecting and enhancing their separate identities.

- 2.14 The physical form of Morton is determined to a considerable extent by the proximity of Gainsborough, the River Trent, the A159 and the railway line. Development has also been governed by topography and drainage issues (in particular the line of drains and dykes) Consequently, other than some limited ribbon development on Mill Lane and Walkerith Road, the form of the village is compact. It has an intimate relationship with the countryside, with open land encroaching into to the older village core.
- 2.15 Notwithstanding the constraints imposed by Morton falling into Flood Zone 3, this tight form and the close relationship with Gainsborough is relevant to what might be an “Appropriate Location” as defined in the Central Lincolnshire Local Plan Policy LP2, that is:
“...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/appearance of surrounding countryside or rural setting...”
- 2.16 In summary, modern day Morton is regarded by its residents as an attractive place to live. Despite the proximity of Gainsborough and a degree of inter-reliance between the two communities, both are proud of their distinct identity and character. The tight form of Morton, the nature of its buildings and the landscape of the Trent Valley all reinforce this identity. Alongside the need to take full account of the threat posed by flooding, it is important that new development does not detract from this distinct local character.

3 The Policy Context

3.1 This summarises the policy context for the MNP. More details can be found in Evidence Paper 7.

National

Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 requires that Neighbourhood Plans must meet the Basic Conditions, these may be summarised as:

- Having regard to national policies/advice in the National Planning Policy Framework (NPPF).
- Contributing to the achievement of sustainable development.
- Be in general conformity with the strategic policies of the Development Plan (CLLP - see below).
- Meeting the relevant EU obligations.

3.2 The Government Guidance on Neighbourhood Planning (last updated in May 2019) explains the neighbourhood planning system introduced by the Localism Act, including key stages and considerations required. The MNP has been prepared in the context of this guidance and Paragraph 004 has determined the contents of it in terms of a focus on formal policies for the development and use of land. However, it is noted that wider community aspirations can also be included, if they are clearly identifiable, and it is made clear that they will not form part of the statutory development plan.

3.3 In Paras, 29 and 30 the NPPF (February 2019) confirms the relationship between NPs and the Strategic Policies of the Development Plan, as set out below:

“Para.29. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.

Para. 30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.”

Para. 37 confirms that the Basic Conditions must be met *“Neighbourhood Plans must meet certain ‘basic conditions’ and other legal requirements before they can come into force. These are tested through an independent examination before the Plan may proceed to referendum.”*

Local

3.4 The Central Lincolnshire Local Plan (CLLP) is the Development Plan for the area. It covers the period 2012 to 2036 and was adopted in April 2017. It replaced the Local Plans of the City of Lincoln, West Lindsey and North Kesteven District Councils, (the Local Plan team comprises officers drawn from existing planning policy teams within City of Lincoln, North Kesteven District Council and West Lindsey District Council). In the CLLP, the key policies on housing affecting Morton are Policy LP2: The Spatial Strategy and Settlement Hierarchy and Policy LP4: Housing Growth in Medium and Small Villages. In Policy LP2 Morton is designated as a “Medium Village.”

Policy LP4 indicates that such settlements should accommodate 15% additional new housing. In Morton, based on the existing stock (633), this equates to 95 new dwellings. A recent WLDC monitoring report states that, since the 2012 base date of the Plan, there is a net need for 66 new homes. **However, Policy LP4 also recognises the constraints on new development in Morton (especially flood risk) and the 15% requirement is “Subject to significant strategic constraints being overcome...”** This is explained in further paragraphs of the CLLP. “(3.4.5) *In the opposite direction, some settlements in levels 5-6 of the settlement hierarchy have known, significant, strategic constraints. In these settlements, whilst the 10-15% growth level has not been altered to take account of these constraints, it is questionable whether development proposals will be able to overcome these constraints. The constraints include:....Flood risk: where a settlement is entirely at risk of flooding so that any likely development site would be in an area of flood risk.....*

(3.4.6) *If these constraints can be overcome, proposals will be supported up to the growth level proposed for each settlement. However, for the purpose of meeting the growth targets in LP3, this Local Plan assumes a zero per cent increase to take account of the uncertainty that much, if any, growth can take place in these locations.*

3.5 In the light of this analysis, Policy LP14 (Managing Water Resources & Flood Risk - key elements below) applies to Morton but the NP will cross reference that policy, rather than duplicate it.

“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 site or 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 are agreed with relevant bodies;...”*

In view of the fundamental nature of this constraint, the Flood Zone map is reproduced below:



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- 3.6 In specific terms, although, it relates to the impact of Gainsborough the comment in Para. 8.3.4. is pertinent to Morton; *“8.2.8 Existing undeveloped land and green spaces help to maintain the individual identities of Lea and Morton and prevent further coalescence with Gainsborough. In accordance with Policy LP23, areas of land have been identified on the Policies Map which are protected from future development”*. Policy LP 38 (Protecting Character of Gainsborough applies, especially Para. b – *“Protect important local views from both within and outside the town...”*
- 3.7 In terms of other CLLP Policies, the MNP has considered the guidance in Appendix 1 (on Neighbourhood Planning), including acknowledgement of the listed Strategic Policies. LP5: Delivering Prosperity and Jobs, LP7: A Sustainable Visitor Economy, LP9: Health and Wellbeing, LP11: Affordable Housing, LP12: Infrastructure to Support Growth, LP13: Accessibility and Transport, LP15: Community Facilities, LP16: Contaminated Land, LP18: Climate Change & Low Carbon, LP19: Renewable Energy, LP20: Green Infrastructure Network, LP21: Biodiversity and Geodiversity, LP22: Green Wedges, LP24: Creation of Open Space, Sports & Recreation Facilities, LP25: The Historic Environment, LP55: Development in the Countryside and LP56: Gypsy & Traveller & Travelling Show-People Accommodation.

Central Lincolnshire Local Plan Review

- 3.8 In response to the updated NPPF and amended Planning Practice Guidance the CLLP is being reviewed. Following public consultation on Issues and Options in July 2019 and a Call for Sites, it was thought that a Pre-Submission Draft Plan would be published early in 2020 with submission by the end of that year and adoption September 2021 but this may be delayed. However, there is no reason to suppose that the policy context for Morton will change significantly. In particular, it is considered that the flood risk constraints will remain. Therefore, the criteria-based policies in the MNP, which enable proposals to be considered against stated measures, rather making site allocations, should remain applicable alongside the new CLLP.

Gainsborough Neighbourhood Plan

- 3.9 Although it is not, in strictly legal terms, part of the policy context for the Morton NP, the Gainsborough Neighbourhood Plan (GNP), which was also examined in early 2021 and will go to referendum in May, needs to be considered. In general, especially given the severe constraints on Morton, the GNP focusses on the regeneration of the town centre, protecting/enhancing local heritage and enabling a housing development in Gainsborough. For Morton the analysis in the Townscape Character Assessment 1 (Gainsborough & Morton) is complementary: *“New development in the north of the TCA should act to conserve the distinctive historic character of both the TCA and the village of Morton and should conserve the distinction between the two areas of settlement...”* Policy NPP7 (Ensuring High Quality Design in each Character Area) applies: *“1. As appropriate to their scale and nature, development proposals should be designed to take account of the Character Area within which they are located. The following specific principles apply in the various Character Areas: 2. Development proposals in TCA 01 Gainsborough and Morton should; a) reflect the distinctive historic character of TCA 01 and the separation of the Town from the village of Morton, ensuring distinction between the two settlements....Design proposals should demonstrate how this separation would be achieved with reference to density and pattern of development, separation between buildings, plot widths, building lines, boundary treatments such as walls, railings or hedges and spatial qualities of front gardens. The maintenance of existing views towards listed buildings within Morton should be considered...”*

4 Consultation Summary

- 4.1 The Steering Group wanted to ensure that the local community was engaged throughout the plan preparation process so that the Plan’s aspirations could be shared and owned by all, in order to make it a success. Ultimately, the support of the local community will be tested when there is finally a local referendum to decide if the plan is used in the determination of planning applications in the future. The need to engage statutory bodies and agencies and seek their support on the policies and proposals being put forward was also recognised. This approach was encapsulated in a Consultation Strategy, agreed by the SG in March 2018.
- 4.2 This section is a short summary of the extensive consultation that has been undertaken along with the outcomes which underpin the Plan Purpose, Objectives and Policies. Full details are available in the Consultation Statement.

Figure 1: List of consultation events and methods

Timing	Event	Attendance/Responses
March 2018	Pre- Designation Community Survey on Issues (See Appendix 1)	157
July/August 2018	West Lindsey DC formal consultation on the NP Designation application	No specific comments (designation agreed on 3 rd Sept. 2018)
12 th to 14 th July 2019	NP Information Stand at the “Morton Feast”	Awareness raising, no specific comments
22 nd July 2019 (to 12 th August)	Notification of NP preparation to External Consultees; invitation to make provisional comments	10
1 st to 15 th Nov. 2019 9 th Nov. 2019	Newsletter/Questionnaire on NP (Draft) Purpose and Objectives Drop in Session at Village Hall	23 10
1 st to 15 th Nov. 2019	External Consultees to comment on Draft Purpose and Objectives	8
17 th January to 2 nd March 2020	Draft Plan Consultation (Regulation 14)	Newsletter and questionnaire Two exhibitions (attendance 112) 30 External/Statutory Consultees 67 Questionnaires returned
Late July to early September 2020	WLDC Consultation on the Submission Draft	16 responses

- 4.3 The Pre-Designation Community Survey identified the following matters:

(A) 82% of respondents said that the biggest reason why they enjoyed living in Morton was ‘Access to the Countryside’. This along with its rural atmosphere, open spaces & walks and having a shop in the village made it a very popular place to live. However, it was felt that increase in development would add pressure to existing services such as healthcare, schools and would increase pressure on parking in housing areas and traffic at choke points such (e.g. Crooked Billet corner).

(B) In terms of what people said about living in Morton, the majority of comments were favourable.

- People wanted the village to remain independent from Gainsborough but like access to it.
- People thought Morton was a friendly village with good access to the river and the countryside.
- However, there were comments about litter and dog faeces and speeding cars that blight some parts of the village (It is recognised that some of these matters cannot be covered in the NP).

(C) New Housing. There was a split with 49% each wanting more houses and no houses. Of those supporting housing, they only wanted 1 to 14 units over the next 20 years. The most favoured types of housing were bungalows 49%, family housing 43% and eco-friendly housing 43%.

(D) Businesses. Whilst it was felt that there was sufficient retail and industrial buildings in Gainsborough to benefit Morton, opportunities exist for additional shop space especially if it included a post office and additional healthcare. There was also a concern that increased economic development would increase HGV traffic through the village, but 77% stated that they would like to see the growth of existing businesses such as farms and the public houses.

(E) Renewable energy. Whilst people did not want land use to be wind and solar farms the issue of whether renewable energy should be a consideration in new buildings was more evenly split when thinking about the use of solar energy, domestic wind turbines and improved water conservation in new buildings.

(F) Heritage. 94% of respondents said that developers should respect heritage, the natural environment and existing community facilities and open spaces.

(G) In terms of more or better facilities, the results of the survey indicated that people wanted:

- More access to Morton playing field with a play area, a dog walking area and outdoor sports.
- Increased Broadband with introduction of a cable network.
- A better off road cycle network with the potential of upgrading the riverside pathway.
- Another ATM and a Post Office (for example, co-located with the Co-op).

(H) The greatest concerns regarding the impact that development may have on Morton was that traffic would increase; that any new buildings would impact on the environment in terms of drainage and the subsequent threat of flooding; the change the atmosphere of the village away from the rural identity that it has and the potential loss of views and open spaces.

(I) Transport Issues. This attracted the most comments in terms of wanting change.

- Maintenance of the highway, followed by the speed of vehicles and safer crossing points.
- Need to upgrade footpaths for all access and more off-street parking in new development.
- The volume of traffic was highlighted as a concern.
- The frequency of bus services was highlighted, with the need to run later.

External consultees (Initial)

- 4.4 The initial notification to external consultees was sent to organisations on July 22nd 2019 with three weeks for comment (with extensions where reference to committees etc. was needed). Ten comments were received of which four were substantive. Six offered no comment but wished to be consulted on the Draft Plan.

West Lindsey District Council

- Development in Morton is severely restricted by flood risk; much of it is in a high flood risk zone.
- Although Morton has a high growth level, the CLLP recognises that this is dependent on the significant strategic flood risk constraint being overcome.
- Focus on planning matters and avoid duplication.
- Ensure that the NP is compliant with the existing CLLP and the emerging review document.
- Consider the relationship between Morton and Gainsborough.
- Use the Character Study as a basis for locally distinctive policies.
- Reflect the value of the Trent Valley, open countryside, and the footpath network.

Lincolnshire County Council

- Reflect but do not duplicate the County Minerals and Waste Local Plans.
- Identify heritage assets and use NP policies to protect and enhance them.

Environment Agency

- Your plan includes areas which are in flood zone 3. In accordance with the NPPF (Paras. 155-160), we remind you that the Sequential and Exception Tests should be undertaken if the plan is proposing development or promoting growth to ensure development is directed to the areas of lowest flood risk. The application of the Sequential Test should be informed by the West Lindsey Strategic Flood Risk Assessment (SFRA). It is important that your Plan also considers if flood risk issues associated with any proposed development can be safely managed to ensure development can come forward. Without this understanding your Plan is unlikely to be compliant with the NPPF.
- Consider the other environmental constraints (water quality, aquifer protection, contamination and wastewater).

Historic England

- The area covered includes several designated heritage assets. Take account of these and locally important features to identify what it is about your area which makes it distinctive and how you might ensure that the character of the area is retained.

Purpose & Objectives (Community: Questionnaires, with drop-in session on Sat. 9th Nov. 2019)

- 4.5 This informal consultation ran from November 1st to 15th. It resulted in 21 returns representing the views of 23 people. There was 100% agreement on the Draft Purpose, 87% agreement on Draft Objective 1 and 100% agreement on Draft Objectives 2, 3, 4, 5, 6 & 7.

Purpose and Objectives (External Consultees)

- 4.6 The invitation to external consultees to comment on the Draft Purpose and Objectives resulted in 8 comments, largely a reiteration of previous advice or no further comments, but organisations confirmed that they look forward to consultation on the Draft Plan early next year.

Consultation on the Draft Neighbourhood Plan (Regulation 14)

- 4.7 As part of the statutory process (under Regulation 14 of The Neighbourhood Planning (General) Regulations 2012) the Steering Group was required to invite representations on a draft version of the Draft Plan, prior to it being formally submitted by the Parish Council to the District Council. That stage included a formal consultation period of just over six weeks to publicise the plan and bring it to the attention of people who live, work or carry on business in the neighbourhood area. The Parish Council also invited representations on the plan from key stakeholders and statutory consultees. A summary of the consultation and the outcomes follows but full details are available in the (separate) Consultation Statement.
- 4.8 The consultation ran from Friday 17th January to Monday 2nd March 2020. A newsletter was produced and distributed across the whole Parish and information was placed on the Parish Council website, both during the week commencing Mon. 13th Jan. The newsletter included a questionnaire enabling responses on the Purpose & Objectives (as a group) and individual comments on the fourteen Planning Policies and the three Community Aspirations. The newsletter and website promoted two exhibitions in the village hall on Saturday 1st Feb. (11.30am - 3.30pm) and Friday Feb. 21st (3.30 to 7.00pm). Steering Group Members and the retained planning consultant were in attendance. These were attended by 112 people; 67 questionnaires were returned, and several written comments submitted.
- 4.9 An email notification was sent to 30 organisations/individuals on 17th Jan. 2020. Just over six weeks was allowed for comment with extensions where organisations needed to refer comments to committees etc. 13 comments were received of which 8 were substantive and 5 offered no further comment. 17 organisations did not respond, but amongst those, the County Council and Historic England made substantive comments in earlier consultations which were reflected in the Draft Plan. Substantive comments were made by: West Lindsey DC, Gainsborough TC, Natural England, Environment Agency, Highways England, Anglian Water and Severn Trent Water.

Outcomes

- 4.10 In the public consultation there was no disagreement with the Overall Purpose & Objectives. There was, therefore, no basis for amendments to this part of the Draft Plan. The maximum level of disagreement to any of the Planning Policies was 4 respondents/6% (Policy MNP1) otherwise the figures ranged from nil to 4%). There was therefore no need for amendment to any of the Planning Policies based on these responses. The maximum level of disagreement to any of the Community Aspirations was 1.5%. Conversations at the exhibition and written comments led to minor amendments to policies; MNP3, MNP5, MNP6, MNP9 and MNP14.
- 4.11 None of the comments from external consultees required either the deletion of policies or substantial amendment. However, there were many helpful and constructive comments received which resulted in minor amendments and points for clarification on nearly all of the Planning Policies although in the case of MNP9, MNP11 and MNP 13, the only changes made were additions to the policy justifications. The widest ranging comments were made by WLDC, but as stated above, these were all helpful and constructive. In addition to changes to the text, the comments have resulted in two redrafted, clearer and more comprehensive Policies Maps.

4.12 Full details of the above comments/amendments can be found in the Consultation Statement.

4.13 Consultation on the submitted plan was undertaken by the District Council between late July and early September 2020 which granted responses from a number of statutory and local organisations: (Historic England, Environment Agency, Canal & River Trust, North Kesteven District Council, Health & Safety Executive, Lincolnshire County Council, South Holland District Council, Commercial Boat Operators Association, National Grid, Natural England, Sport England, Severn Trent, Anglian Water Services, Highways England, Scunthorpe & Gainsborough Water Board and West Lindsey District Council). These representations were considered as part of the examination. The examiner commented that in most cases the various bodies raised no comments or objections which reflected the collaborative way in which the Plan had been produced and the positive way that it incorporated the earlier comments. He saw this as a major achievement, reflecting the way in which the Plan had been prepared and how the Parish Council managed the wider process.

5 Evidence Summary

5.1 To complement the extensive consultation which has been undertaken, the SG were keen, in accordance with good practice guidance, to ensure that the Morton Neighbourhood Plan is based on evidence that is sound, proportionate and relevant. This approach has resulted in the collation and analysis of evidence in seven topic papers. These are available in full as Neighbourhood Plan Evidence Papers, and they are listed below, followed by a summary of key points:

- 1 Census and housing
- 2 Planning records
- 3 Heritage
- 4 Wider Landscape Character*
- 5 Floods and drainage
- 6 Roads and Traffic
- 7 Policy Background

*(*The community led Character Survey, which draws upon this wider evidence, but is based on a bespoke local survey/analysis, is considered separately at the end of the section in more detail.)*

5.2 Census and housing key points

Based on the acknowledged good practice of using evidence and identified local characteristics or differences in a Neighbourhood Area, compared to District, County and National figures and trends, the above datasets could justify Neighbourhood Plan policies on:

Housing suitable for the needs and aspirations of an ageing population, with higher than district figures of residents aged over 65, including three residential care homes (Eliot House, St Oggs and the Manor House Nursing Home) low level of recent housing completions and the existing housing stock.

Conversely, the availability of smaller and more affordable housing in Gainsborough, coupled with a desire to enable innovative, flood resilient, development could justify some larger houses in Morton.

Measures to protect and enable the further development of local employment, including provision for farm-based activity, working from home and small units.

Measures to protect and enable investment in the school and other community facilities, based on the importance of local jobs in education, health and social work.

The need for a sensitive approach to design, reflecting local character, noting that residential extensions, conversions and farm-based building comprise the majority of planning applications.

A need to maintain the separate identities of Morton and Gainsborough at the same time as facilitating access to the town and its facilities.

5.3 Planning records key points

The key points to emerge from this analysis are as follows:

The extent to which flood risk* is a significant constraint on new development. (*This is considered in detail in Evidence Paper 5).

The predominance of householder applications (41%).

Although low numerically, County Applications cause local concern over uses and traffic generation.

5.4 Heritage key points

In addition to the need to protect the designated heritage assets (nine Listed Buildings), the review has identified the importance of other aspects of local heritage. This is covered in more detail in the Character Study which revealed that the following heritage matters could justify policies on:

New development, (inc. extensions), respecting the character of different parts of the village, e.g.

- the historic character of Front Street, Crooked Billet Street North Street and Trentside;

- the spacious leafy character of Southlands;

- how Field Lane, Mill Lane and Walkerith Road provide a transition from village to countryside.

The importance of traditional local building materials (brick, pantiles, render, stone and slate) and examples of well-maintained Georgian and Victorian doors and windows in older properties.

The potential to identify local (non-designated) heritage assets, supported by WLDC, who added suggestion in comments on the Draft Plan

How the relationship between heritage, culture and the environment contributes to a sense of place.

- The George Eliot/Mill on the Floss connection;

- The history of river traffic on the Trent, manifested in old wharves and smugglers tunnels;

- The WW1 Tragedy on "The Gyne";

- The 1947 breach of the riverbank just north/west of the village.

5.5 Wider Landscape Character - Key points

This covered the range of existing data/policies, including: Natural England National Character Areas, the CLLP, Green Infrastructure Network/Study (2011), the Lincolnshire Historic Landscape Characterisation Project (2011) and the West Lindsey Local Plan (2006). The key points are:

- NCA Profiles: 48 (Trent and Belvoir Vales) and 39 (Humberhead Levels)... "The River Trent and its flood plain provide a strong feature in the landscape. It is the greatest biodiversity resource, being a major corridor for wildlife moving through the area and supporting a variety of wetland habitats. It also provides flood storage..." and objectives to "...Promote and carefully manage the many distinctive elements that contribute to the overarching sense of place and history of the Trent and Belvoir Vales..." and "...Protect the open and expansive character of the landscape, its cultural features and sense of remoteness, by ensuring that new development is sensitively located..."
- CLLP explanations and policies: "5.2.2 Key views within the landscape, and in to and out of settlements, are valued by the local community and define the local identity of a place..." Policy LP17: Landscape, Townscape and Views... To protect and enhance the intrinsic value of our landscape and townscape... All development proposals should take account of views into, out of and within development areas... and "Policy LP 38 - Protecting Gainsborough's Setting and Character... b. Protect important local views from both within and outside the town....e. Protect and enhance the landscape character and setting of Gainsborough and the surrounding.....minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages."
- Green Infrastructure (GI). This is: "...a strategic network of multifunctional green and blue spaces, and the connections between them.....capable of delivering a range of environmental, economic, health and quality of life benefits for local communities..." Morton is between Gainsborough and the open Trent Valley countryside and GI is an important Neighbourhood Plan consideration.

The CLLP and GI Study also acknowledge the potential for and value of Local Green Space designation.

5.6 Floods and drainage key points

Morton is in Flood Zone 3 for both fluvial and tidal flooding. This is the highest level of risk and is a real constraint on new development. The Neighbourhood Plan needs to be in conformity with the strategic policies of the development plan, to meet the Basic Conditions. Therefore, the flooding policies in the Central Lincs Local Plan (CLLP) are an important point of reference. Both national and local planning policy requires development to be accommodated in areas of low flood risk as the first preference. Therefore, any sites coming forward for residential development will need to meet the Sequential Test, and if necessary, the Exception Test. The decisions to dismiss three recent planning appeals in Morton village, addressed the issue of the scope of the Sequential Test and provide an indication of the Inspector's application of national and local planning policy. Further detail is available in the Evidence Paper 5 (Floods and Drainage), but the decisions reflect concerns on flood risk and the application of both the Sequential Test and the Exceptions Tests. In addition, the potentially adverse impact of elevated development/raised floor levels, designed to take account of flooding, on local character has been noted in some planning decisions.

5.7 Roads and traffic key points

A general policy context is provided by CCLP Policy LP13 and there is no need to duplicate this. However, it lacks a local dimension which could be addressed in the Neighbourhood Plan through:
A policy highlighting the need to protect and enhance rural routes for all users.

A policy for Morton PC to be consulted on major development outside, but affecting, the Parish.

Community Aspiration: using CIL, S106 and other funds to improve footpath/cycle provision.

It will also be possible to use the Neighbourhood Plan process to engage relevant partners and organisations, e.g. Gainsborough Town Council, other Parishes, Road Safety Partnership, the Rail & Bus Users Group (if still active), businesses, the County Council and West Lindsey District Council.

5.8 Policy background

In terms of policy background, the key elements of the Central Lincolnshire Local Plan (CLLP) are covered in Section 3, and full details are provided in Evidence Paper. The West Lindsey Local Plan (WLLP) 2006 was the adopted plan for Morton until the adoption of the CLLP. The policies of that Local Plan no longer apply as current material planning considerations but there are some elements that have been drawn upon for Morton Neighbourhood Plan, including Landscape Character. In addition, it is considered that, as a consequence of that Local Plan and its predecessors, which included a development requirement of 60 or so dwellings, most if not all of the realistically available development land (taking account of flooding constraints) has been taken up. Taking this into account, the 2006 Morton Inset Map, with a defined settlement boundary, remains relevant to the Neighbourhood Plan.

5.9 The Character Study

The full report is available as a Background/Evidence paper to the NP and is very important in underpinning several of the Policies, for example, those on: design, views, local heritage assets and the designation of Local Green Spaces and other open areas. The characteristics identified through the surveys and review of wider studies/reports are summarised below, followed by a map showing the sub areas.

The physical links between, but separate identities of, Morton and Gainsborough and the need to retain the differing character of the two settlements.

(B) The physical, historical and cultural importance of the River Trent.

(C) The relationship between landscape, environment, culture and natural phenomena.

(D) Long views across a flat landscape and big skies.

(E) The concentration of Listed Buildings and local heritage assets on Front Street and Floss Mill Lane,

approaching the heritage character typified in Conservation Areas.

(F) The intimate quality of the older village core with a predominance of brick and slate in modest Victorian buildings, including several potential local heritage assets.

(G) The visual and historical importance of the (Listed) former windmill on Mill Lane.

(H) The distinct character of inter-war Council Houses on Walkerith Road & Hickman Crescent.

(I) The distinct layout and design of late C20 developments, including Southlands.

(J) The importance of natural features including small woodland, hedgerows, trees in the built-up area, grass verges and wetland/meadow areas in the floodplain.

(K) The importance of public footpaths, inc. the Trent flood bank and rural routes (e.g. Field Lane).

(L) The character of rural roads, (e.g. Walkerith Road and Laughton Lane), including narrow carriageways (without footways) and wide grass verges, but noting the impact that heavy traffic has on landscape and pedestrian/cyclist safety.

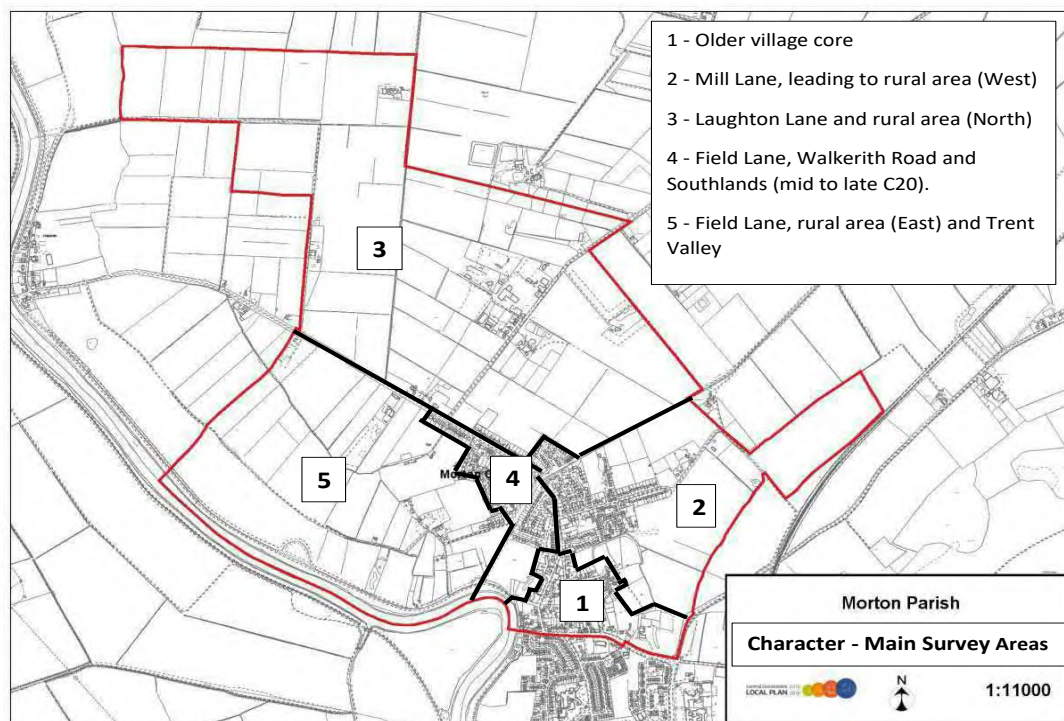
(M) A series of key views within and, especially, out from Morton are identified where the impact of new development will need to be carefully considered.

(N) Buildings and structures which are not formally designated but are of local interest and importance have been identified to underpin a policy in the Neighbourhood Plan aimed at protecting and enhancing non designated local heritage assets.

(O) Consideration is given to the potential to designate locally important land as Local Green Spaces where the criteria in paras. 99-101 of the NPPF are met. These include: Mill Wood*, Field Lane*, The Gymes and Morton Breach (*Re-enforcing and updating references made in the Local Plan).

(P) The importance of other opens areas, e.g. school playing field, Parish recreation ground, allotments off North Street/Cross Street, land at the village hall and Manor House parkland/gardens.

The character areas are identified on the Map below:



Areas 1, 2 & 4 were further sub-divided into groups of streets of similar character

6 Neighbourhood Plan Purpose and Objectives

6.1 Following from the consultation and evidence gathering, the Morton Neighbourhood Plan is underpinned by the following Purpose and Objectives.

Purpose Our influence on local planning decisions will increase to ensure that Morton remains an attractive place to live in, for employment and to visit. Morton will retain a separate identity to Gainsborough, but we will work with others to ensure good access to employment and facilities provided in the town. Our best assets and what we value about the Parish will be protected and enhanced and, as far as possible in a Neighbourhood Plan, problems will be addressed.

Objective 1 Acknowledging the considerable constraint of Environment Agency flood risk requirements, limited new development will help to meet local needs and aspirations.

Objective 2 The design and appearance of buildings will respect local character, including building styles and the relationship between the village, the countryside and the Trent Valley.

Objective 3 Open spaces and rights of way will be protected and where possible, enhanced.

Objective 4 Heritage assets, including links to cultural and historic events will be protected and where possible, enhanced.

Objective 5 Social, community and educational facilities will be protected and where possible, enhanced to support community cohesion and sustainable living.

Objective 6 Local business and employment will be supported where concerns on environmental impact, local character and traffic can be addressed.

Objective 7 As far as is possible, in a Neighbourhood Plan, traffic/movement issues will be addressed. Public transport and active travel (walking and cycling) will be supported in terms of provision, safety and convenience.

In the Policy summary that follows, each of the Policies and Community Aspirations are cross referenced to the relevant objectives.

Summary of Neighbourhood Plan Policies (Links to Objectives in brackets)

Sustainable Development

MNP 1: Sustainable Development Principles. (All Objectives)

MNP 2: Flood Risk. (Objective 1)

Housing

MNP 3: Criteria to consider new housing proposals. (Objective 2)

MNP 4: Residential Extensions. (Objective 2)

Local Character and Design

MNP 5: Local Character and the design of new development. (Objective 2)

MNP 6: Key Views. (Objective 2)

Heritage

MNP 7: Designated heritage assets. (Objective 4)

MNP 8: Local heritage assets. (Objective 4)

Open Space

MNP 9: Existing open spaces and sports facilities. (Objective 3)

MNP 10: Proposed Local Green Spaces. (Objective 3)

Local Services, Facilities & Businesses

MNP 11 Community Buildings, Shops and Public Houses (Objective 5)

Employment

MNP 12: Local employment and businesses. (Objective 6)

Transport and Active Travel

MNP 13: Transport issues. (Objective 7)

MNP 14: Active Travel. (Objective 7)

Neighbourhood Plan Community Aspirations

CA 1 Local history and heritage. (Objective 4)

CA 2 Countryside management. (Objective 3)

CA 3 Traffic management. (Objective 7)

CA4 Active Travel (Objective 7)

In the policy sections that follow, the policy wording is followed by an explanation.

Formal planning policies are denoted as MNP, with shading and shown bold italics (followed by a justification in plain font)

Community Aspirations are denoted by CA and shown in standard italics (followed by an explanation in plain font).

7 Sustainable Development Policies

MNP 1. Sustainable Development Principles

As appropriate to their scale, nature and location, development proposals should:

- ***Be appropriately located (e.g. in relation to the built up area, open countryside & neighbours);***
- ***Be appropriate in scale, with high design standards, reflecting location, land use & neighbours;***
- ***Have regard to their setting and the character of the local area;***
- ***Take account of key landscape views identified in Policy MNP6);***
- ***Not adversely affect the amenity of nearby residents, (e.g. massing, overlooking and noise);***
- ***Where necessary, provide for sustainable transport modes, including walking and cycling;***
- ***Respect heritage and community assets identified in this Plan, and***
- ***Minimise CO2 emissions;***
- ***Ensure that surface water discharge is managed using the principles of the drainage hierarchy.***

Justification

This policy provides a positive framework for decision making, as required in the National Planning Policy Framework. Development will only be encouraged where it can be shown that the scheme will help to achieve the Purpose and Objectives outlined in Section 6. Locally, the concept of sustainability relates particularly to the need for sensitive design such that development reflects the character of the surroundings; meeting environmental, social and economic objectives and better facilities for pedestrians and cyclists, all of which contribute to the quality of life for residents in Morton Parish. It is also intended that the policy encourage national efforts, based in part on local action, to address the very real threat of climate change to all communities. In addition to the formal planning requirements of this policy, there is a wider intention to support the creation and maintenance of healthy and sustainable communities. *Flood risk is a critical issue for most new development, especially housing. Even proposals meeting the sustainability criteria of this policy, including surface water management (see PPG Para.80), may not be acceptable given the priority to avoid flood risk in the NPPF and the Central Lincs. Local Plan. This is addressed specifically in Policy MNP2 (below).*

MNP 2. Flood Risk

Development proposals should take account of the relationship between the neighbourhood area and the River Trent and not increase the risk of flooding and/or exacerbate existing drainage problems.

Where it is both necessary and appropriate individual buildings and spaces should be designed and arranged to facilitate flood resilience and protection.

Justification

The threat of flooding in Morton is both real and complex, relating to drainage, the River Trent and tides running from the Humber Estuary. The extent to which this is a real constraint on all new development is emphasised by the Environment Agency and translated into a clear policy (LP14) in the adopted CLLP. The policy takes account of the location of Morton within Flood Zone 3 associated with the River Trent. The flexibility in design acknowledges that factors such as: finished floor levels, materials, means of enclosure and surfacing may require specific treatment. In each case design will be considered in the light of other Neighbourhood Plan policies, depending on location and circumstance. However, the protection of residential amenity, avoiding overlooking and over shadowing remains important. Policy MNP2 has a clear focus on reducing the risk of flooding. It should be read in conjunction with Policy MNP 1 (on the overall approach to development) and MNP3 (on the specific requirements for new housing development) of this Plan.

8 Housing Policies

MNP 3: Criteria to consider new housing proposals.

Proposals for residential development of up to nine dwellings within the built-up part of Morton or on the immediate edge of the settlement will be supported subject to the following criteria:

(A) They provide a suitable opportunity for infill or the redevelopment of previously used land and would:

- ***retain the core shape and form of the village;***
- ***not unacceptably harm the local character of the area in which it is located, taking account of Policy MNP5;***
- ***respect the rural setting of Morton and avoid any increased coalescence between Morton and Gainsborough, especially along Front Street & Floss Mill Lane; and***
- ***not have an unacceptable impact on the residential amenity of dwellings in the immediate locality***

(B) As appropriate to their scale, nature and location, they incorporate the following elements:

- ***the use of topography, landscape, water, trees & habitats, to achieve sustainable development, including the retention of watercourses and ditches;***
- ***the integration of car parking within plots;***
- ***the provision of convenient, well-screened storage for bins, recycling and bicycles;***
- ***the provision of good access to public transport, footpaths and cycle routes;***
- ***the delivery of a range of dwelling types and sizes; and***
- ***domestic scale renewable energy, sustainable urban drainage and carbon minimisation features, where they would result in a design which is appropriate to the location.***

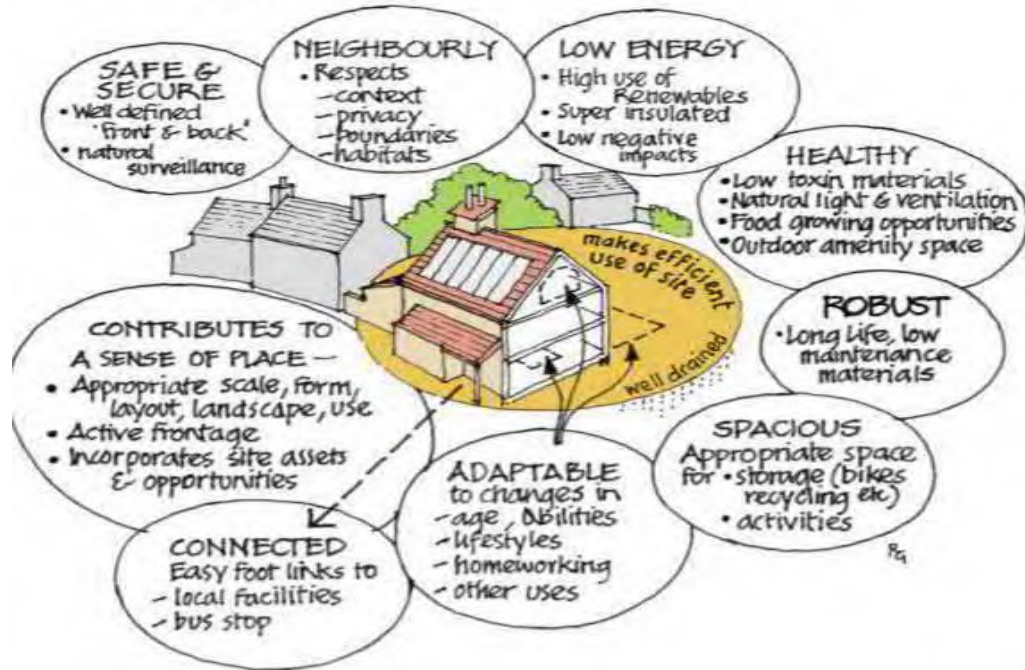
(C) As appropriate to their location they incorporate flood resilience and protection measures and otherwise comply with Policy MNP3 of this Plan & Policy LP14 of the Central Lincolnshire Local Plan.

Justification

Policy MNP3 provides detailed guidance on potential new developments within the neighbourhood area. It seeks to add particular value to the approach already included in Policies MNP1 and 2 of this Plan and the wider approach of Policy LP2 of the Central Lincolnshire Local Plan. The Neighbourhood Plan, reflecting Paras. 3.4.5 and 3.4.6 of the CLLP: “...that for the purpose of meeting the growth targets in LP3, this Local Plan assumes a zero per cent increase to take account of the uncertainty that much, if any, growth can take place in these locations...”, does not seek to make provision for a specified dwelling requirement. However, the benefits of limited development, if flooding constraints can be overcome, are recognised and the policy sets out criteria related to design, local character and sustainable development.

All new developments should meet the aspiration for quality and sustainability in their design and layout. This policy applies to Dwelling Houses (Use Class C2) and Residential institutions (Use Class C3). The diagram overleaf shows the elements of design which are forward looking, adaptable and fit for purpose in the twenty-first Century.

THE 21ST CENTURY HOUSE



This approach is supported by references to design in the NPPF (Ch. 12 – Achieving Well Designed Places) by adding local detail to provisions in CLLP Policy LP2 especially in seeking to accommodate any new development within “*the core shape and form*” and “*developed footprint*” of the village.

A focus on small scale infill development (reflecting CLLP Policy LP4) on sites within the developed footprint provides an opportunity for sensitive development to help address housing needs and aspirations in Morton. The policy has been designed to ensure that development taking place would accord with the criteria included in the definition of ‘appropriate locations’ in the CLLP. The detailed provisions of policy LP14, including water uses, will also apply.

Proposals for new residential development in the countryside beyond the existing footprint of Morton will be determined against Policy LP55 of the Central Lincolnshire Local Plan and any successor policies which may arise within the Plan period. In addition, although the Neighbourhood Plan cannot include policies for land outside the Parish, the intention to maintain the separate character of Morton and Gainsborough, preventing further coalescence, reflects local opinion and comments from Gainsborough Town Council, complementing the stance taken in the Gainsborough Neighbourhood Plan. The open setting of Morton Hall, The Church of St Paul with its graveyard and gardens and the riverside of Floss Mill lane are particular important elements of this. This issue is also addressed in Policy MNP5 on Local Character (below).

Policy LP 2 of the CLLP allows for the potential development of up to 9 dwellings on infill sites in Morton. However, it is considered that flooding constraints in Morton are such that dwelling numbers on otherwise acceptable infill sites may be much lower than that figure. Flood risk issues are considered in greater detail in Policy MNP2.

MNP 4: Residential Extensions and Conversions

Residential extensions and conversions should be designed to respect the character of nearby buildings and their setting. This will require particular attention to:

- ***The choice of materials;***
- ***The scale of development including roof heights;***
- ***Layout within the plot;***
- ***Parking provision, which as a minimum should meet the standards of Lincolnshire County Council;***
- ***The relationship with adjoining and nearby properties in terms of the impact on the amenity enjoyed by occupiers (e.g. overlooking, massing & disturbance) and the character of the area.***

The incorporation of sustainable design features (e.g. sustainable drainage, porous/permeable surfacing for drives and domestic scale renewable energy) into extensions and conversions will be supported where it is feasible, provided that they are incorporated into an overall design that complements the character of the area.

Justification

Residential extensions comprise the majority of planning application in the area. Permitted Development Rights enable a wide range of types and sizes of extensions to be built without the need for planning permission. However, depending on the type of existing dwelling involved larger extensions or those at the front of a property require planning permission. The purpose of this policy is to ensure that, in addition to residential amenity and general design, local character is taken into account. It will encourage detailed design that is appropriate to the setting and character of Morton whilst also enabling energy efficiency (e.g. solar panels, renewable heating etc.) and water management features to be incorporated into detailed design. Although there are not many buildings suitable for conversion to residential use, there is some potential and the same principles should apply. Indeed, schemes may involve both conversion and extension. It is important that schemes utilise sustainable outfalls for surface water discharges, based on the Drainage Hierarchy. This policy applies to Dwelling Houses (Use Class C2) and Residential Institutions (Use Class C3).

9 Local Character and Design Policies

MNP 5: Local character and the design of new development

(A) Development should recognise and complement the local character of the areas identified and described in the Morton Character Study and shown on the Policies Map (Inset). As appropriate to their scale, nature and location development proposals should comply with the following criteria:

- (i) Development should respect existing plot boundaries, ratios, orientation and the historic or traditional forms and grain of development within the character area;***
- (ii) The predominant materials used in the area should be respected. These include red brick with red-clay pantiles and natural slate and stucco/render;***
- (iii) The height of new buildings should be in keeping with the height of neighbouring properties and not be over-bearing or dominant in the existing street-scene;***
- (iv) Existing predominant boundary treatments in the immediate area should be reflected. These consist of low brick or rubble stone walls, hawthorn or yew hedging, or post-and-rail fencing;***
- (v) Off-road parking; servicing and access arrangements should be in accordance with the most recently published standards by Lincolnshire County Council.***
- (vi) Existing drainage features (ditches and watercourses) should be retained and incorporated.***

(B) Any development alongside or serviced from the rural lanes (as shown on the Policies Map), including Walkerith Road, Laughton Road, Field Lane and Mill Lane, should not have an adverse impact upon (and where possible enhance) the rural appearance of these byways and their green verges/hedgerows.

(C) Existing open areas (gardens, incidental open spaces and landscape features) off Front Street, Trentside and Blyton Road which help to separate Morton from Gainsborough should be retained.

Justification

The NPPF confirms that good design is an integral part of successful development. It recognises that well-designed buildings and places improve the quality of people's lives. It is reasonable, therefore, that this Neighbourhood Plan has well evidenced policies that set out the quality of development that will be expected for the area. The Character Study undertaken by the Steering Group identified the key characteristics which need to be addressed. Understanding local character and community aspirations is fundamental to achieving high quality sustainable design. The intention of this policy is that all new development must make a positive contribution to the character and appearance of the area. It remains important, however, to apply the criteria to development proposals on their merits and on a case-by-case basis according to what they are proposing. All new development in the Plan area should seek to promote local character and identity, because through doing so it is possible to protect and enhance what is already there for existing residents and provide community and social cohesion for those new to the area.

The policy complements the objectives and policies of the neighbouring emerging Gainsborough Neighbourhood Plan (*Policy NPP 6: Design Principles – "Development proposals in TCA 01 should act to conserve the distinctive historic character of both Townscape Character Area 01 and the village of Morton and should conserve the distinction between the two areas of settlement. Design proposals should demonstrate how this separation would be achieved with reference to density and pattern of development, separation between buildings, plot widths, building lines, boundary treatments such as walls, railings or hedges and spatial qualities of front gardens. The maintenance of existing views towards listed buildings within Morton should be considered..."*) Finally, in the low lying riverside landscape of the Parish, historic and recent surface water drainage channels should be retained.

MNP 6: Key Views

The key views listed below and as shown on the Policies Map (Inset) contribute to the character and appearance of Morton and should be respected and not be unacceptably compromised by the location, scale or design of new development.

- 1. Trentside looking South and West towards Gainsborough.**
- 2. From Trent Valley, looking North East across allotments and playing field.**
- 3. Trent Valley flood bank looking across the river in Morton and further to the West.**
- 4. Trent Valley flood bank looking along the river in Morton and further to the North West.**
- 5. From Front Street looking West.**
- 6. (a&b) From Granary Close (looking South East) & Mill Lane (looking West) focused on the mill.**
- 7. Walkerith Road (on outskirts of village) looking North West.**
- 8. (a&b) From rear of Hickman Crescent/Bycroft Road looking South/South East and from Blyton Road looking North West.**

Justification

The Character Study noted the importance of views out into the countryside from Morton as part of the character and identity of the settlement. Views were identified using desk based and field surveys, taking account of key public locations, including public footpaths, roads/lanes, and gathering places. The identified views will help to define locations where care will be needed with the design of new development, or where large-scale development will not be acceptable.

The policy complements the objectives and policies of the emerging Gainsborough NP (*Policy NPP 6: Design Principles – “Development proposals in TCA 01 should act to conserve the distinctive historic character of..... the village of Morton and should conserve the distinction between the two areas of settlement. Design proposals should demonstrate how this separation would be achieved with reference to density and pattern of development, separation between buildings, plot widths, building lines, boundary treatments such as walls, railings or hedges and spatial qualities of front gardens. The maintenance of existing views towards listed buildings within Morton should be considered...*). Photographs of the views and further details of their local significance are contained within the Character Study report.

Some of the identified key views originate within the neighbourhood area and extend outside the designated area. This is not unusual, and views do not respect administrative boundaries. However, for development plan purposes Policy MNP6 applies only within the Morton Neighbourhood Area.

10 Heritage Policies

MNP 7 Designated heritage assets

Development proposals involving or affecting Listed Buildings and their settings should achieve high quality design, set in a clear context in terms of the significance of the building, materials, scale, setting and layout.

Development proposals affecting a listed building should have regard to the desirability of sustaining and enhancing the significance of the heritage asset concerned and putting it to viable uses consistent with its conservation and the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality.

The Listed Buildings covered, also shown on the Policies Map (Inset), are listed below:

Grade II* Willow Bank Gate and Railings - 50 Front Street.

Grade II Eliot House - Crooked Billet Street.

Grade II Manor House - Dog and Duck Lane.

Grade II Mill at Gainsborough Laundry - Mill Road.

Grade II Morton House - 2 Front Street.

Grade II Stable Block and Yard at Morton House.

Grade II House, Railings and Gate -16 Front Street.

Grade II Sundown and Railings - 48 Front Street.

Grade II The Bramlings - 1 Trentside.

Justification

The Listed Buildings make an important contribution to the quality of the built environment in Morton, especially on Front Street and Floss Mill Lane. This heritage is understood and appreciated by local people. In addition, although it is in Gainsborough (Town Council area) rather than Morton Parish, St Pauls Church (10-16 Front Street) is Grade II* Listed and together with the churchyard, it also makes a significant contribution to the historic environment and character.

The requirement to preserve the building/structure in question is based on the intent of Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. There is no Conservation Area in Morton, but the concentration of the above buildings and structures within a small area means that the relationship between them and the spaces between them are important and the wider setting therefore needs to be taken into account, especially around the Church of St Paul.

The Character Study also identified Local Heritage Assets and Local Green Spaces (see other Neighbourhood Plan policies), the human and cultural aspects of heritage are important. These include literary connections to George Eliot; The Aegir; the Trent trade (and smuggling) and the wartime "Gymes disaster" as detailed in the Character Study.

MNP 8 Protecting and enhancing local built heritage assets

Proposals for changes of use or other development affecting a non-designated heritage asset should demonstrate how this would contribute to its conservation whilst preserving or enhancing its architectural or historic interest taking into account local styles, materials and details and the character, context and setting of the asset. The effect of a development proposal on the significance of a non-designated heritage asset should be taken into account in determining the planning application concerned. In weighing development proposals that directly or indirectly affect non-designated heritage assets, a balanced judgement will be taken having regard to the scale of any harm or loss and the significance of the heritage asset.

The buildings and structures covered by the policy, also shown on the Policies Map (Inset), are listed below.

1 - Holly House & outbuildings (14 Mill Lane).

2 - The Crooked Billet (Crooked Billet Street/Floss Mill Lane).

3 - Old post office and forge (3-5 Dog & Duck Lane).

4 - St Oggs (Front Street).

5 – C18 & 19 boundary walls/railings (exc. Listed Buildings) on Front Street & Floss Mill Lane.

6 – Early C20 houses in large plots on Walkerith Road (Opp. Village Hall).

7 – Traditional interwar/post war houses (originally Council) on Walkerith Road (Nos. 36-62).

8 – The Ship Inn on Front Street

9 – Pair of Nineteenth Century houses on North Street

Justification

The Character Study identified seven Local (non-designated) Heritage Assets which are part of the character and identity of Morton. Such assets may be buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated. This protection is in accordance with the guidance contained in paragraphs 127(c) and 130 of the National Planning Policy Framework.

The buildings and features identified which may not be of sufficient architectural or historic merit to justify listing, are an important part of the character of Morton and have been highlighted as such through consultation on the Neighbourhood Plan. The policy will help to ensure they are protected. Works to buildings or structures affecting non-designated local heritage assets should be designed sensitively, with careful regard to the historical and architectural interest of the building and its setting. Historic England identify that local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment and locally the identification and protection of local assets is supported by the County Council.

Photographs of the buildings and structures and further details of their local historical/heritage significance may be found in the Character Study report. The buildings are identified on the Policies Map (Inset).

The majority of the buildings are in, or adjoin, the older part of Morton but the exception are the blocks of inter war and post war (existing and former) Local Authority houses on Walkerith Road. The identification of these properties is supported by comments made by the West Lindsey DC Conservation Officer. The view is taken that they comprise a category of heritage asset that is often overlooked. There are listed examples of local authority housing built between the two world wars, and including these properties in Morton is forward thinking.

The local focus of this policy complements the more strategic focus of Policy LP25 in the Central Lincolnshire Local Plan.

11 Open Space Policies

MNP 9 Existing open spaces and recreation facilities.

Existing open spaces and recreation facilities should be protected from development. Proposals which would reduce the quality or quantity of these facilities will only be supported where existing facilities are replaced at a better quality or quantity and in an appropriate and accessible location.

The extent and quality of school playing fields should also be maintained. This policy covers the facilities/locations listed below and shown on the Policies Map (Inset):

- ***Morton Recreation Ground.***
- ***Morton Trentside Primary School Playing Fields (in part connected to the recreation ground).***
- ***Allotments off Cross Street/North Street***
- ***Allotments off Field Lane***
- ***Off Nursery Vale***

Justification

Existing open spaces and recreation facilities spaces may be protected in line with the provisions of the NPPF (Para. 92(c) and 97(a, b & c). The recreation ground and allotments are well used and valued community assets which support social and recreational activity and help to define the landscape and character of the area adding to the quality of life for local residents. The protection of them is in accordance with Policy LP25 in the Central Lincs. Local Plan, which also covers Local Green Spaces.

In addition, the Parish Council will support proposals to enhance and improve the local open space and recreation facilities, including considerations of nature conservation and habitats as advised by Natural England. Maximising the use of the playing field and recreation facilities will be a priority.

MNP 10 Proposed Local Green Spaces

The Plan designates the following parcels of land as shown on the Policies Map (Inset) as Local Green Spaces.

- 1. Mill Wood (off Granary Close). Small Wood (Woodland Trust) with landscape and nature conservation and recreational value, providing a setting for the mill and recent housing.***
- 2. Field Lane. Informal linear open space (grassed, ditch & mature trees), providing wildlife benefits, a pedestrian route alongside the lane and long views west across the Trent Valley.***
- 3. The site of the 1915 Morton Gymes disaster and of the 1947 Morton Breach (flood) on river South of Field lane (SK79850 91762).***

Development proposals within the designated local green spaces will only be supported in very special circumstances.

Justification

This policy is linked directly to the Character Assessment. The wider reports and landscape studies for Lincolnshire and West Lindsey emphasise the important of the Trent Valley and the Lincolnshire Cliff to the setting and character of Morton (and Gainsborough). This is reflected in the key views that have been

identified, especially in terms of open countryside, but it is also important that open land within and adjoining Morton is identified and protected to help to maintain local character. The surveys by local people and other research which underpin this character study have identified those spaces within Morton which are valued by the community. Of equal importance, the work has identified the way in which heritage and events in Morton are inter-twined with local landscape and character.

The inclusion of this proposal in the Draft Neighbourhood Plan will enable further (formal) engagement with the landowners and with the local community, in accordance with legal requirements. In the NPPF (Paras. 99 -101) it is stated that the designation of Local Green Spaces within Neighbourhood Plans: *“allows communities to identify and protect green areas of particular importance to them.”* In accordance with the remainder of those paragraphs, it is recognised that designating land as a Local Green Space should be consistent with the local planning of sustainable development and complement investment in homes, jobs and other essential services. In particular, it is considered that the three areas of land proposed to be designated as Local Green Spaces fulfil the requirements of Para 100:

The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community, holding a particular local significance, e.g. because of beauty, historic significance, recreational value (inc. playing fields), tranquillity or richness of wildlife;
- c) local in character and is not an extensive tract of land.

The policy wording is also in accordance with Para. 101, which states that *“Policies for managing development within a Local Green Space should be consistent with those for Green Belts.”* The policy takes the matter-of-fact approach set out in Para. 101. In the event that development proposals come forward within designated local green spaces within the Plan period the District Council will be able to assess them to establish if they present any very special circumstances on a case-by-case basis.

The table below summarises how the three proposed Local Green Spaces meet NPPF criteria.

Site	Proximity	Local Significance	Local in Character	Not Extensive
1 Mill Wood	Yes	Beauty, Wildlife & Setting for mill	Yes	Yes
2 Field Lane	Yes	Recreation, Wildlife & long views	Yes	Yes
3 The Gymes/ Morton Breach	Yes	Local historic and cultural significance and wildlife	Yes	Yes

Photographs of the sites and further details of their local historical significance and planning background are contained in the Character Study report.

It is acknowledged that in the existing CLLP, Mill Wood and Field Lane are identified as “Important Open Spaces” under Policy LP23 (Local Green Space and other Important Open Space). It is, however, considered appropriate in a Neighbourhood Plan, with a very local focus, to propose the additional formal designation as Local Green Spaces.

Where it is appropriate, the Parish Council will support proposals to enhance and improve the Local Green Spaces, including considerations of nature conservation and habitats as advised by Natural England, as and when opportunities emerge.

12 Local Services, Facilities & Businesses Policies

MNP 11 Community Buildings, Shops and Public Houses

Community facilities in Morton Parish will be protected. Where planning consent is required, the loss of such facilities will not be supported unless:

- (i) alternative provision, with explicit community support, or of equivalent or better quality will be provided and made available prior to the commencement of development; or***
- (ii) it is evident that there is no reasonable prospect of the service/facility being retained or resurrected; or***
- (iii) it is evident that the service or facility is no longer economically viable; or***
- (iv) there is little evidence of local use of that service or facility.***

Proposals for the enhancement, improvement and extension of these facilities, will be supported, subject to the compliance with other Neighbourhood Plan policies.

This policy covers the facilities listed below and shown on the Policies Map (Inset).

The Co-op on Front Street

The Crooked Billet local shop on Front Street/Crooked Billet Street

The Ship Inn on Front Street

The Village Hall on Walkerith Road

Justification

Morton has an appropriate range of local community and other facilities to serve the local needs of the community and whilst higher level facilities and services are available in nearby Gainsborough, these local facilities play a vital role in supporting the Parish's sense of identity. The Parish Council recognises the importance of these facilities and therefore seeks to protect them from inappropriate changes of use. It is recognised that in some circumstances, replacement may provide benefits to the community, but this will need to be demonstrated before the Parish Council will support proposals for redevelopment or alternative uses. Applicants will be expected to demonstrate, to the satisfaction of the Local Planning Authority, that all reasonable efforts have been made to sell and let the site or premises for its existing use(s) or another community use at a realistic price for, at least, a 12-month period.

The Crooked Billet (former PH) and The Ship Inn are also local (non-designated) heritage assets and the provision of Policy MNP8 will also apply to development proposals that affect them. Policy MNP 5 on Local Character will also apply.

Where the loss of a facility, e.g. the last remaining public house, is being justified by the owner or a developer on market-based grounds, the Parish Council will consider requesting designation of the building as Assets of Community Value.

13 Employment Policies

MNP 12 Local employment and business

(A) Proposals for new small business units, the expansion or diversification of existing small units, farm based businesses and tourism related development will be supported, providing that:

(i) it can be demonstrated that there will be no significant adverse impact resulting from increased traffic, noise, smell, lighting, vibration or other emissions or activities generated by the proposed development;

(ii) it would not have an unacceptable impact on the character and scale of the site and/or buildings, by virtue of its scale or design, or on the local landscape including Key Views (see Policies Map Inset);

(iii) where relevant, opportunities are taken to secure the re-use of vacant or redundant historic buildings (designated and non-designated - see Policies Map Inset); and,

(iv) Traffic generated by the proposal, including deliveries by HGVs and larger farm vehicles will be consistent with the visual and nature conservation value of the rural lanes identified in Policy MNP 6 and shown on the Policies Map.

(B) Insofar as planning permission is required proposals for home working or home-based activities, proposals will be supported where there is no unacceptably adverse impact on the residential amenity of neighbouring properties or on the character of the local area.

Justification

Local employment is an important element of overall sustainability. The Neighbourhood Plan needs to accommodate appropriate proposals for business development. The conversion of former agricultural buildings has enabled farm diversification, led to the sustainable re-use of vacant buildings and provided opportunities for the establishment and development of small businesses which generate wealth and employment opportunities for local people. This is a trend which the Parish Council would like to continue as part of the maintenance of Morton as a vibrant and balanced community, subject to the proper consideration of residential amenity for nearby houses, visual impact on the countryside and highway safety issues.

Criteria (iv) will need to be based on targeted surveys and forecasts. It is acknowledged that traffic generation from small units is likely to be limited, but based on experience, some farm based activities require servicing by larger vehicles on a regular basis.

The second part of the policy recognises the economic environment and social benefits of home working, which also contributes to the overall sustainability of communities. However, it is also recognised that home working, for example where it involves larger numbers of clients, should not lead to the erosion of the character of an area and have an adverse impact on residential amenity.

14 Transport and Active Travel Policies

MNP 13: Development related transport issues

Development proposals should be of a type and of a scale which can be satisfactorily incorporated within the local highway network. Proposed developments that would generate a significant amount of movement or would affect a known and evidenced traffic hazard should be accompanied by appropriate measures to maintain highway safety and avoid vehicular and pedestrian conflict.

Development proposals that would have an unacceptable impact on highway safety and/or the free flow of traffic will not be supported.

Justification.

The road system in Morton has been adapted for motorised traffic only in the last 100 years and not successfully in many places, including the older village core (Dog and Duck Lane, Floss Mill Lane Chapel Lane, North Street and Cross Street). Although they are wider, Front Street and Crooked Billet Road are heavily trafficked which has an adverse impact on pedestrian/cycle safety and on the quality of the environment of Listed Buildings and Local Heritage Assets. In addition, the Parish Council will work with the County and District Councils to ensure transport needs and traffic issues in Morton, are considered as part of large-scale development in adjoining areas, including Gainsborough Sustainable Urban Extensions. Where appropriate, development proposals should be supported by a Transport Statement or Assessment which sets out details of the transport issues relating to the development, including the measures to be taken to deal with the traffic impacts of the scheme and opportunities for improving the pedestrian and cycle connectivity.

It is acknowledged that transport is the responsibility of the highway authority (Lincolnshire County Council) working with West Lindsey District Council and that the policy context is provided mainly in the Central Lincs. Local Plan and the Local Transport Plan. In addition, it is acknowledged that the need for surveys and the acceptability or not of proposals will be dependent on comments from the Highway Authority. However, there are local issues which need to be addressed in a Neighbourhood Plan. The intention is that Morton will benefit from agreed measures so that the adverse impacts of the residential and commercial development are taken into account. The implementation of the policy will require cross boundary working on investment drawing upon Section 106 Agreements, Community Infrastructure Levy and subject to funding priorities, Local Transport Plan funding.

MNP 14 Active Travel (Pedestrian/cycle access and connections)

Existing footpaths, bridleways and other designated routes, as defined on the County Rights of Way Map, will be protected. Where necessary development proposals should incorporate such routes in a safe and attractive way.

Justification

Roads provide connectivity but there is a lack of dedicated and safe routes for pedestrians and cyclists from Morton to Gainsborough and links into the countryside could be improved, but the quality of the rural lanes should not be eroded. The intention is to protect, maintain and enhance public rights of way, to support an increase in their usage, which will help promote the social health and well-being of the community. Rather than the construction of completely new routes the focus of this policy will be on existing roads/footpaths, with opportunities taken as and when they arise, at the same time as considering other aspect of public safety and residential amenity. Community Aspiration 4 comments about the work which the Parish Council will undertake to explore opportunities for extending and improving routes to increase pedestrian and cycle connectivity to and from Gainsborough and into surrounding countryside.

15 Community Aspirations

15.1 In this section those other important aspirations which, although they are not formal planning policies, are linked to development in and around Morton are set out. It is important to demonstrate how the Neighbourhood Plan meets the needs of local people. They are, local aspirations and do not constitute or suggest agreement with West Lindsey District Council or other bodies to fund or act on them, however, the Parish Council will consider ways of fulfilling them in an ongoing manner as part of the implementation of the Neighbourhood Plan.

CA 1 Local history and heritage

Morton Parish council will work with the District and County Councils to interpret, enhance and increase the appreciation of; the identified Character Areas, Heritage Assets (designated and non-designated), Local Green Spaces and social history.

Explanation

It was noted in the Character Study that Morton has distinct character areas, each with their own history and that the heritage assets contribute to the character of the Parish and are much appreciated by residents. Of equal importance, the value of views and open space has been established and in particular, the way in which historic events (floods, wartime activity, trade, the regime of the River Trent and folklore) combine, gives Morton a unique sense of identity. Using the Neighbourhood Plan process and evidence base as a platform, this Community Aspiration is intended to add value to the formal policies to protect these assets, drawing on local community interest and seeking funding for activities from various sources, including the Heritage Lottery Fund.

CA2 -Countryside Management/Nature Conservation.

The Parish Council intends that nature conservation sites and habitats will be protected and enhanced through:

- (a) Working with the Lincolnshire Wildlife Trust, County and District Councils and landowners to increase landscape and habitat connectivity in and beyond the Parish. In particular, there will be a focus on the Trent riverside and on road verges, in the latter case using good practice from the Wildlife Trust "Life on the Verge" project, to seek designation of roadside nature reserves;*
- (b) Taking opportunities to add to the local conservation records from other studies and possible community-based species and habitats surveys as part of implementing the Neighbourhood Plan;*
- (c) Working with farmers and other landowners to encourage the take up of government environmental stewardship schemes and other locally based support;*
- (d) Supporting projects which enable the management of the landscape and enable and/or improve access to the countryside for walkers, cyclists and horse riders.*

Explanation

In the community survey, the benefits of access to adjoining countryside emerged as one of the main things that people like about living in Morton. This is a proactive partnership-based approach and it is intended to use the consultation on the draft Neighbourhood Plan to secure engagement from the bodies listed. The policy will complement others in the plan aimed at protecting and enhancing the quality of rural lanes, footpaths, cycle routes and Local Green Spaces. It is recognised, however, that more detailed surveys of these locations will be needed.

CA 3: Traffic management and speed limits

The Parish Council will work with others (including the County Council, the Police and the District Council) to encourage traffic management measures and 20 mph speed limits in the village.

Explanation

The community consultation has shown that local residents value the quality of life in Morton and feel that it is important to protect environment. However, the consultation also showed that traffic volumes, parking and HGV are of concern. Traffic management is required to address this. In addition to the village area there is also concern over the impact of traffic (especially HGVs and farm vehicles) on the rural lanes. These have soft verges, often wide, providing landscape and nature conservation benefits in tandem with flanking hedges and ditches.

CA 4 : Active Travel

In conjunction with the County and District Councils, the Parish Council will investigate opportunities for extending and improving routes to increase pedestrian and cycle connectivity to and from Gainsborough and into surrounding countryside.

Explanation

In support of Policy MNP 14 (Active Travel (Pedestrian/cycle access and connections), the Parish Council wishes to explore opportunities for extending and improving routes to increase pedestrian and cycle connectivity to and from Gainsborough and into surrounding countryside.

16 Implementation Monitoring and Review of the Neighbourhood Plan

16.1 The Neighbourhood Plan will be monitored by the Local Planning Authority and the Parish Council once it has been Made. The policies in this plan will be implemented by West Lindsey District Council as part of their development management process. Where applicable, Morton Parish Council will also be actively involved, for example, as part of the pre-application process and in using Neighbourhood Plan to frame representations on submitted planning applications.

16.2 This Plan provides a 'direction of travel' through its Purpose, Objectives, Policies and Community Aspirations. Flexibility will also be needed as new challenges and opportunities arise the plan may be modified accordingly. It is intended to review the plan periodically (e.g. every five years) in line with the Neighbourhood Planning Act (2017), based on several strands of activity, comprising:

- a) Private sector investment in the village. Securing the right type and nature of investment through adaptations and new development will be crucial; and
- b) The statutory planning process. This, under the Neighbourhood Plan, will direct and control private developer and investor interest in the village in the context of the plan itself and the wider Council and national planning framework; and
- c) Investment in and management of public services, and community assets, together with other measures to support local services for the vitality and viability of the village.

16.3 In accordance with the regulations, the Neighbourhood Plan has been prepared to be in General Conformity with the adopted (2017) Central Lincolnshire Local Plan. The current review of the CLLP is acknowledged but it is indicated that, especially related to the flooding constraints and the low/zero expectation on dwelling requirements, the context for Morton is unlikely to change materially. It is expected that the District Council and the County Council will support the monitoring of the Neighbourhood Plan by providing dedicated data for the plan area. The Parish Council will give particular attention to the ongoing review of the Central Lincolnshire Local Plan. Its eventual adoption will be a key element in any potential review of this Plan.

Funding Mechanisms

16.4 Where appropriate, financial contributions will be sought from developers, through either S106 Agreements or the Community Infrastructure Levy (CIL). In addition, the Parish Council will seek to influence budget decisions by the District Council and the County Council, including on transport. The Parish Council will also work with the appropriate agencies and organisations to develop funding bids to help to achieve Neighbourhood Plan policies and aspirations. This might include the Lottery, UK Government programmes, and LEP programmes.

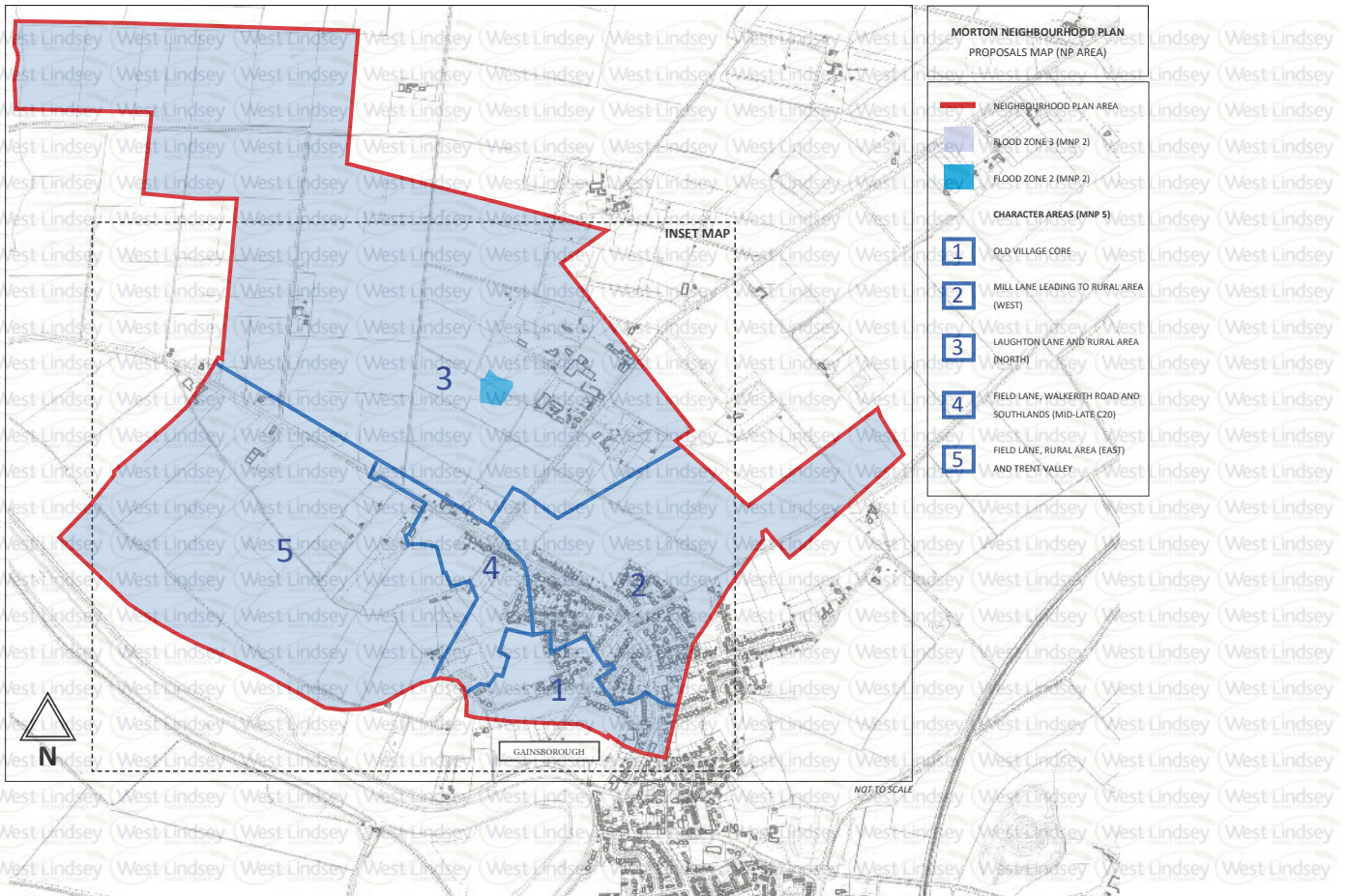
Local Priority Projects

16.5 The list of infrastructure projects below reflects local priorities. This should inform the spending of the Neighbourhood portion of CIL, the negotiation of Section 106 agreements and priorities attached to relevant spending programmes and external funding bids. For example:

- Local heritage and social history;
- Countryside management and access to the countryside;
- Road safety and traffic management.

16.6 Consideration will also be given to projects from other plans, strategies and projects prepared by the Parish Council or other partners which relate to local aspirations.

Policies Map (Whole Neighbourhood Plan Area)



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Policies Map (Inset)



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