



Central Lincolnshire
Joint Strategic Planning Committee

Central Lincolnshire Core Strategy Issues and Options 2010



October 2010

FOREWORD



Central Lincolnshire will be an unfamiliar concept for many people, as planning has in the past been based largely on the individual district council areas of Lincoln City, North Kesteven and West Lindsey. These councils have now come together, in partnership with the County Council, in an exciting new initiative that will plan the future of the districts jointly to achieve better co-ordination and shared approaches.

Central Lincolnshire was the fastest growing part of the East Midlands region in the past decade and faces a further period of major population growth over the next 20 years or so. It is vital that this growth is well planned and sustainable, so that it delivers new homes, jobs and facilities for Central Lincolnshire while protecting its quality of life and environment.

This consultation document is an important step forward for Central Lincolnshire, setting out an overall Vision and explaining the key issues and choices it faces. I very much hope it will stimulate people to participate in planning the area's future and help to create a robust Core Strategy for the next 20 years.

Councillor Darren Grice,

Chair of the Central Lincolnshire Joint Strategic Planning Committee

We Need Your Help - Have Your Say...

This Issues and Options report has been produced for public consultation as part of the preparation of a Core Strategy for Central Lincolnshire.

Your views are important to us. Please take a little time to read this document and give us your views. There is a **questionnaire** in the middle of the document for responses.

Further details on how to respond are set out on the inside back cover.

Who We Are

The Joint Strategic Planning Committee is made up of representatives of 4 Councils: City of Lincoln Council, North Kesteven District Council, West Lindsey District Council and Lincolnshire County Council.

The Committee was formed to plan together for Central Lincolnshire's future.

We have a team of staff drawn together from the 3 district councils called the Joint Planning Unit (JPU). Further details and contacts are set out in this document.

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Abbreviations used in this document

JPU	Joint Planning Unit
LDF	Local Development Framework
LTP	Local Transport Plan
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SCS	Sustainable Community Strategy
SHLAA	Strategic Housing Land Availability Assessment

INTRODUCTION

This consultation document is an important step in producing a Core Strategy for Central Lincolnshire. It sets out a draft Vision and Objectives for Central Lincolnshire together with the main planning issues and choices that it faces.

What is the Core Strategy?

The Core Strategy is a local development plan document that sets the overall approach to growth and development in the area. It forms the context for more detailed planning policies and decisions by defining:

- > The overall amount of growth in the area
- > Where growth should be located
- > What new facilities and infrastructure (schools, transport facilities, open space, etc) are needed as part of development
- > How the natural and built environment of the area will be protected and enhanced.

The Core Strategy is part of the Local Development Framework (LDF) for the area. The LDF is a suite of planning documents that also usually includes the following:

- > Site-specific allocations covering housing
- > Area action plans for areas of major change, such as town centres or large-scale new developments
- > Other more detailed local policies for development management (ie. the assessment of planning proposals including planning applications)
- > Guidance on particular themes or places, called supplementary planning documents (SPDs)

Details of the LDF documents currently proposed for Central Lincolnshire and their timetables are set

out in a provisional Local Development Scheme (LDS), which can be viewed on the council websites.

Why Central Lincolnshire?

Central Lincolnshire is a new name and refers to the combined area covered by the City of Lincoln, North Kesteven and West Lindsey. These 3 councils have come together in a formal partnership with Lincolnshire County Council to prepare a joint LDF for the area. A joint planning unit (JPU) has been set up to carry out this work, and a new joint committee established with representatives from each of the 4 partner councils.

The name Central Lincolnshire reflects the centrality of Lincoln within the historic county of Lincolnshire, and the area's geographical location between North Lincolnshire and the more southern Lincolnshire districts of South Kesteven and South Holland.

When will the Core Strategy be completed?

Preparation of the Core Strategy must follow a number of stages to ensure that local people and other stakeholders are fully engaged in the process, and that its contents are based on robust evidence, testing of alternatives and external examination by an inspector. These stages are summarised on the inside back cover of this document along with target dates from the LDS.

The Issues and Options consultation is a formal stage that allows people to input their views and preferences on the issues and options identified so far.

It is noted that the Coalition Government is currently reviewing the planning system and that changes to the LDF or its timetable may therefore be necessary in the future.

How does the Core Strategy relate to other strategies for the area?

Partnership working and co-ordination of strategies are key features of the LDF system. The JPU is therefore liaising with relevant bodies that prepare strategies affecting Central Lincolnshire's future, including health, transport, housing, employment, and nature conservation. This is to ensure that plans and policies are as closely aligned as possible, and that strategies support each other. Some of the policies in the Core Strategy will rely on actions by other parties, so it is important that they are engaged in the process early and agreement reached on who does what.

It is particularly important that the Core Strategy reflects the Sustainable Community Strategies (SCSs) for the area, as these set out an overall approach to social, environmental and economic wellbeing. The LDF aims to deliver the planning aspects of SCSs.

Other plans and strategies that the Core Strategy is working closely with include:

- > The Local Investment Plan (currently under preparation by the Central Lincolnshire "Single Conversation" group covering strategic priorities for housing)
- > The Local Transport Plan for Lincolnshire
- > Local Health Authority Plan
- > Masterplans for Lincoln, Gainsborough and Sleaford.

Hasn't the Regional Plan decided most things already?

The Regional Plan (RSS) for the East Midlands covers many aspects of planning for Central Lincolnshire, including the overall figures for housing growth and how they are split between the 3 districts.

The RSS was adopted in 2009 following consultation and examination and was in the process of being reviewed in 2010. However, the Coalition Government has revoked RSSs as part of its planning reforms. The Core Strategy will therefore need to revisit issues that were once part of the RSS and make decisions locally.

What period will the Core Strategy cover?

Core Strategies should run for at least 15 years from their adoption date. The JPU is considering whether this should be extended to 20 years or whether alignment with national population and housing projections (which run to 2031) is better.

Any views on this matter can be submitted as part of the current consultation.

What will happen to the existing Local Plans and their policies?

The LDF for Central Lincolnshire will progressively replace the 3 district Local Plans and some of their 'saved' policies. The Core Strategy is the start of this process, and will clearly identify which Local Plan policies it is replacing.

What about previous LDF work by the districts?

Each of the JPU partners had progressed individual LDFs prior to the decision to move to a joint approach. All work previously undertaken, including previous consultation responses, will be taken into account alongside responses to the joint Core Strategy work.

Sustainability Appraisal (SA)

Sustainability Appraisal is an essential part of assessing and selecting options for the Core Strategy. It involves a detailed assessment of the Core Strategy's objectives and options in terms of their environmental, social and economic impacts.

To avoid duplication, SA incorporates the requirements of the European Directive on Strategic Environmental Assessment (SEA), which applies to all LDF documents with significant effects on the environment.

For the Core Strategy, the JPU has already consulted on the scope of the SA, and undertaken an initial SA of the draft objectives. This assessment is set out in an Interim SA Report that accompanies the Issues & Options document.

The SA will be used to inform the subsequent choice of options for the Core Strategy.

Evidence Base

Another key feature of LDFs is that they must be based on robust evidence. Much of this evidence is of a technical nature and is therefore not described in detail in the Issues & Options document. However, the document uses blue boxes to identify the main pieces of evidence produced so far and further evidence proposed by the JPU. Further details of background studies can be found in the LDS and on the JPU partner websites.

Important further evidence for the Core Strategy is being undertaken as part of the Eco-town initiative.

What is the Eco-town initiative?

The Central Lincolnshire Joint Planning Committee is working in partnership with the Government to test the potential of delivering Eco-town standard development in Central Lincolnshire through the following studies which will feed into the Core Strategy:

1. Opportunities for a Sustainable Future
2. Energy Study
3. Green Infrastructure Study

These pieces of work will be referenced throughout this document. For more information on this project visit the Joint Planning Unit website or contact the team.

CENTRAL LINCOLNSHIRE TODAY – A SHORT PORTRAIT

Central Lincolnshire lies in the heart of Lincolnshire in the East Midlands region. Its population lives in a range of settlements that vary greatly in size and character. The City of Lincoln is the largest settlement and the main centre for jobs and facilities, with a regional role that extends to cover much of Lincolnshire and adjoining parts of Nottinghamshire. The towns of Gainsborough, Sleaford, Market Rasen and Caistor play a significant role in the provision of housing and facilities in their rural catchments.

Over half of the population of Central Lincolnshire lives in rural areas, which are characterised by a highly dispersed pattern of villages and market towns.

Central Lincolnshire has a varied natural environment, including gentle chalk and limestone uplands as well as low lying vales and fens. The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) falls partly within Central Lincolnshire, the remainder being in East Lindsey. Land use is predominantly agricultural, with arable dominating, but there are also important natural areas including woodland and lowland heath. The main rivers are the Trent, Witham and Ancholme.

Central Lincolnshire contains many features of historic interest including numerous listed buildings and scheduled monuments. Lincoln Cathedral is widely regarded as one of the finest in England, and forms the heart of Lincoln's expanding tourist offer.

The area is one of the fastest growing in the East Midlands, and has seen considerable new housing in both urban and rural areas, mainly fuelled by in-migration from other parts of the UK. Alongside greenfield development, major regeneration has occurred in Lincoln and Gainsborough, and re-

development of disused hospital sites and RAF bases elsewhere. The area has an important RAF legacy, including both active and former air bases, and is the home of the Red Arrows.

The economy of Central Lincolnshire is traditionally rooted in engineering, agriculture and food processing, and these sectors remain important alongside tourism, local government, health and education. Diversification of the area's employment base is being sought, including more graduate retention from Lincoln University.

Major social inequalities exist in Central Lincolnshire's communities. Lincoln and Gainsborough have communities that fall in the worst 10% nationally for deprivation, with significant problems of poor health, crime and educational attainment. Pockets of deprivation also occur in the rural area, where affordable housing and access to services are key issues.

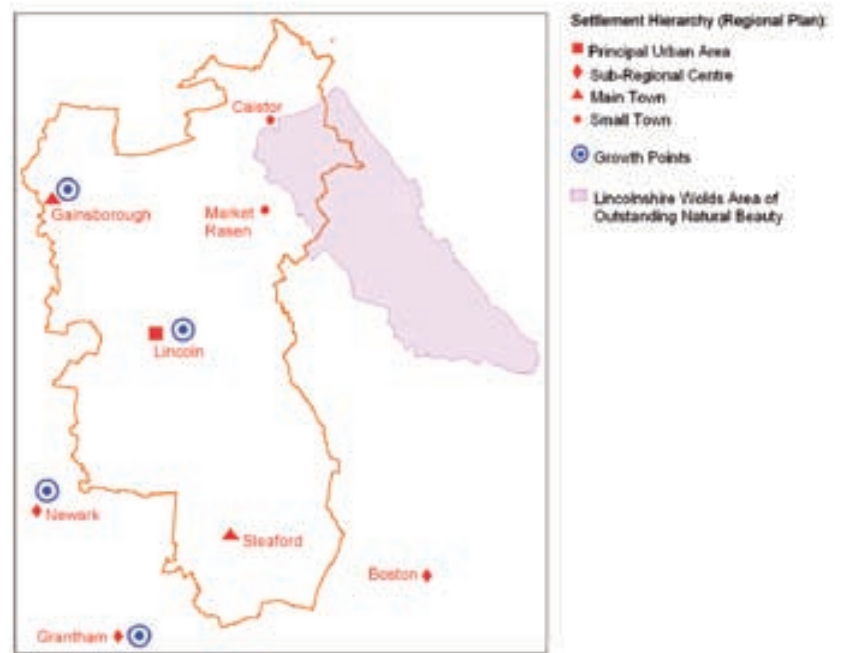
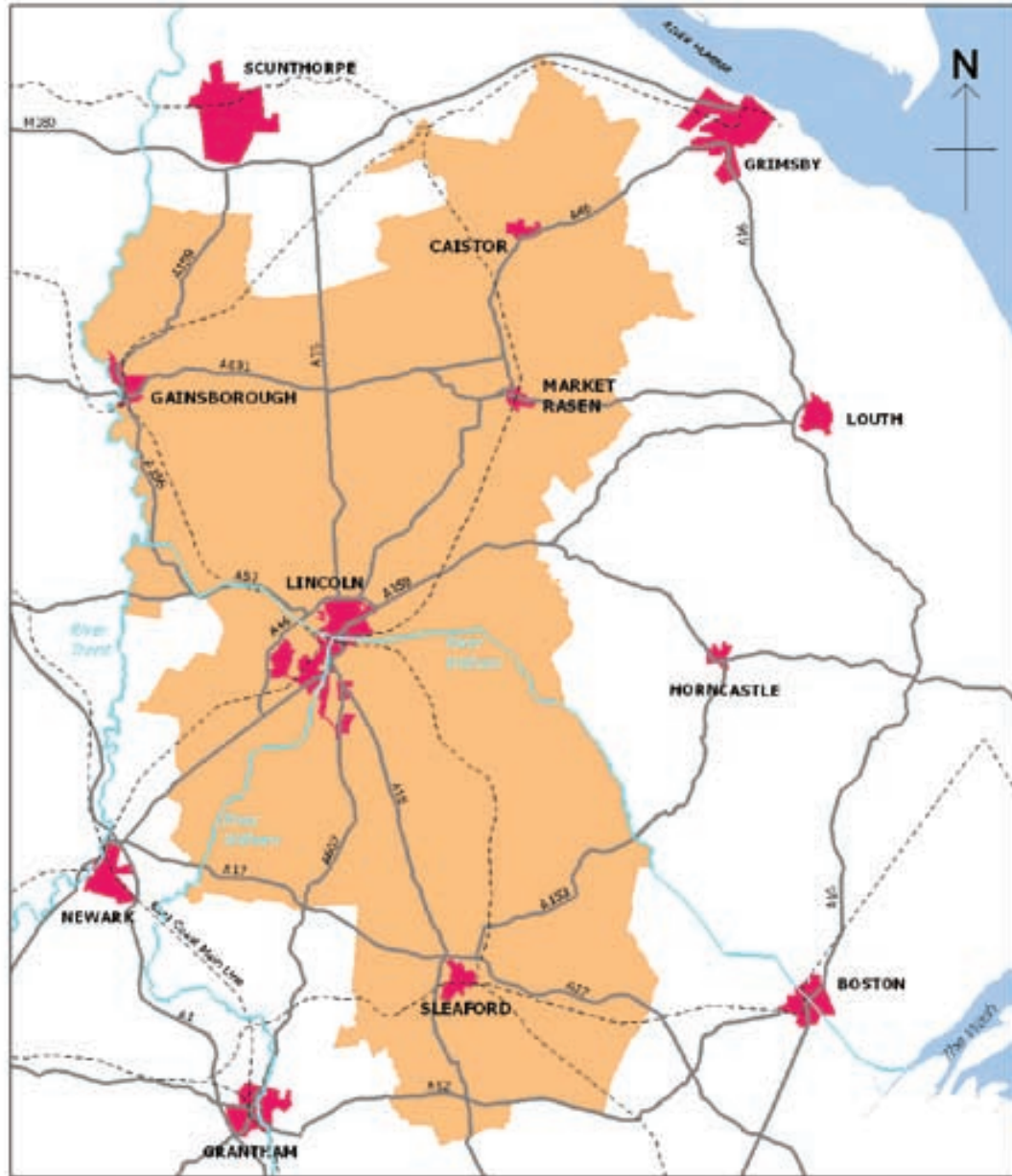
Central Lincolnshire contains an extensive road network, with access to the A1 via the duelled A46, and Lincoln forms the hub of Lincolnshire's rail and bus networks. However, frequency of services is often relatively low. Levels of car ownership and use vary significantly across Central Lincolnshire, being relatively high in the rural areas, but significantly below the national average in Lincoln.

Central Lincolnshire's carbon emissions are above the regional and national average, due mainly to high levels of car use and commuting from rural areas.

Some Key Facts about Central Lincolnshire

Size of area	2116 sq. km (817 sq. miles)
Population (total)	282,800
Population of main settlements:	
> Lincoln Policy Area (RSS)	165,000
> Lincoln City and North Hykeham	100,800
> Gainsborough	18,000
> Sleaford	17,000
Population Growth, 1996 -2006	11.8%
Number of homes (2009)	128,368
Average employment rate (2007)	77.6%
Main employment sectors:	
> Public administration, education and health	30%
> Distribution, restaurants and hotels	24%
Proportion of households containing RAF personnel	5%
Number of schools	158
Number of SSSIs	35
Conservation Areas	72
Non car-owning households (2001 Census):	
> City of Lincoln	33%
> West Lindsey	17%
> North Kesteven	15%

Central Lincolnshire



DRAFT VISION & OBJECTIVES

What is the Draft Vision and Objectives?

A vision should set out how the area and the places within it should develop. It should be locally distinctive, robust, inspiring, realistic and in the best interests of local people, businesses and the environment.

The JPU has developed the following draft Vision for Central Lincolnshire with this in mind. However, it is important to acknowledge that the Vision and its associated Objectives will be refined as the Core Strategy develops and as more certainty is gained about when developments can come forward.

The date for the Vision will be the same as the plan itself, and is under consideration at present as explained in the Introduction.

In this consultation we are looking for feedback to help develop and refine the Vision and Objectives further.



DRAFT VISION FOR CENTRAL LINCOLNSHIRE:

By 2026/2031, Central Lincolnshire will be a better place where the quality of life and wellbeing of its communities have been improved. It will be a place that everyone, whatever their age, will find to be a great place to live, work, invest, visit and enjoy life.

The population has increased by some 30-40,000 and this growth has helped to provide and support improved facilities for the area. Central Lincolnshire's communities are strong, prosperous, healthy, inclusive and sustainable. These communities have good quality housing of varying size, type and tenure including sufficient affordable housing to meet local needs.

Central Lincolnshire's communities, businesses and services are now in the forefront of the shift to a low carbon economy, sourcing most of their energy from renewable and decentralised sources, and achieving high standards of energy efficiency. Use of local resources, food and other products is now a key feature of the area, helping greatly to reduce its carbon footprint.

Growth has been delivered through a range of exemplar developments for living and working, built to the highest viable standards of sustainability and design quality. Brownfield sites have been redeveloped to help regeneration throughout Central Lincolnshire, while also helping to protect farmland and avoid urban sprawl. New development has

been focused in master-planned developments providing for growth around Lincoln, Gainsborough and Sleaford, with which they have been well integrated, and contribute to the success of these settlements. The smaller towns and rural settlements have also seen growth to meet their needs.

Investment in the infrastructure required alongside new development has been coordinated and targeted towards the most sustainable and viable locations, including a range of transport improvements that have helped to minimise further traffic growth in the area.

Central Lincolnshire's local distinctiveness, built heritage and natural assets have been protected and enhanced by careful planning and management, and are a key attraction for both residents and visitors. The area now has an extensive network of 'green infrastructure', including the new Witham Country Park near Lincoln, contributing to nature conservation, leisure and climate change mitigation.

Central Lincolnshire has become an economically prosperous and competitive area. Job opportunities have grown significantly in both traditional sectors and through diversification into new sectors including green technologies, knowledge based industries and research. The area is known for its successful and enterprising economy which now attracts high levels of investment. Social deprivation and unemployment are now well below the national average.

DRAFT OBJECTIVES

The Issues & Options document is structured around 5 key themes affecting Central Lincolnshire's future. The themes and objectives relating to them are:

Theme 1: Sustainable Development

Sustainable development is the overarching aim of the plan. No specific objectives are identified, as it embraces all the objectives set out under the other themes.

Theme 2: A Low Carbon Future

1. To reduce the causes of climate change and to minimise its impacts by:
 - > locating development where it is accessible by sustainable public transport
 - > requiring environmentally sensitive design and construction
 - > reducing the risk of flooding
 - > promoting the use of energy efficient measures and low carbon technologies.

Theme 3: Growing Central Lincolnshire

2. To ensure the efficient use of land and maximise the contribution of brownfield land to new development by promoting the regeneration of key sites.
3. To ensure that new development maximises and strengthens existing public transport links and creates attractive alternatives to private car use.
4. To ensure that the infrastructure (services and facilities) needed to sustain and strengthen existing communities and support the development of

Central Lincolnshire are adequately provide in a timely and sustainable manner.

Theme 4: Strong & Prosperous Communities

5. To improve the quality of life for everyone who lives, visits, works and invests in Central Lincolnshire; and maximise the opportunities to strengthen and enhance existing settlements by creating sustainable communities that are distinctive, clean, green and safe places.
6. To meet strategic housing needs by delivering sufficient new homes and ensure that an appropriate proportion is affordable and accessible to those in need.
7. To create the conditions for a healthier population by addressing environmental factors underpinning health and wellbeing; working with healthcare partners to deliver new and improved health and social care facilities; and by improving access to leisure, recreational and lifelong learning activities.
8. To diversify and strengthen the economic base of Central Lincolnshire by providing the locations and skilled workforce to attract new businesses and new sources of employment; to meet the needs of existing companies and take advantage of opportunities to diversify into knowledge-based jobs and tourism.

Theme 5: A Quality Environment

9. To protect and enhance Central Lincolnshire's inherited natural and built assets and ensure these continue to contribute to local distinctiveness.

10. To improve and provide new Green Infrastructure by enhancing, developing and providing a network of multi-functional green spaces, parks, rivers and other corridors within and around settlements that connect them to each other and the wider countryside, improving access, environmental quality and biodiversity.

11. To ensure that new development is well designed and constructed in a sustainable manner to maximise environmental performance and community safety and encourage healthy lifestyles.

In addition to these themes and objectives for the whole of Central Lincolnshire, the document has a separate chapter for each of the 3 main settlements in Central Lincolnshire: Lincoln, Gainsborough and Sleaford. These area chapters include further place-specific objectives for the 3 settlements.

▼ *Normanby-le-Wold, Lincolnshire Wolds*



1 A SUSTAINABLE CENTRAL LINCOLNSHIRE - Planning for People and the Planet

Planning for a sustainable future lies at the heart of the Vision for Central Lincolnshire, ensuring that people and communities are flourishing, prosperous and healthy, while also playing their part in maintaining natural resources locally and globally.

Definitions of sustainable development vary in detail [see Box below for current UK version], but the essence is to ensure that the needs of current and future generations are met fairly without exceeding the Earth's environmental limits.

The Core Strategy will seek to translate the concept of sustainable development into a framework for Central Lincolnshire, reflecting the local context.



What does sustainable development mean for Central Lincolnshire?

Sustainable development is central to planning for Central Lincolnshire's future, raising key questions such as:

- > How much new growth should occur and where should it be located?
- > How will a low carbon approach to energy be delivered?
- > How can people's health and wellbeing be improved in both rural and urban areas?
- > How can local communities be supported and strengthened?
- > What does a sustainable economy look like in Central Lincolnshire?
- > What is the best approach to reducing unnecessary travel and traffic problems?
- > What should Central Lincolnshire's contribution be to tackling climate change?

This document is the starting point for answering these questions. They are explored further in the subsequent chapters on themes and places.

Has anything been done already?

Sustainable development is not new for Central Lincolnshire, as the JPU partners and many other organisations have been working for several years on sustainable approaches at the local level. This includes:

- > Previous planning strategies for the JPU districts, including the Lincoln Policy Area Sub-Regional Strategy in the Regional Plan
- > Sustainable Community Strategies (SCSs)
- > The successful joint bid by the JPU authorities for Eco-town funding for Central Lincolnshire

The Core Strategy will therefore seek to reflect existing work, including the Sustainable Community Strategies for the area. It is also, however, an opportunity to further develop thinking and approaches for sustainable development in Central Lincolnshire.

What is Sustainable Development?

The UK Government sets out 5 principles for sustainable development:

- > Living within environmental limits
- > Ensuring a strong, healthy and just society
- > Achieving a sustainable economy
- > Using sound science responsibly
- > Promoting good governance

Source: DEFRA, March 2008

QUESTION 1.1 – What do you think are the top priorities for achieving sustainable development in Central Lincolnshire?

2 A LOW CARBON FUTURE - Tackling Climate Change and Energy

The vast majority of the world’s scientists and governments consider that mankind’s use of fossil fuels is making a significant contribution to the overall warming and other changes observed in the Earth’s climate. Major reductions in carbon emissions are needed urgently to limit global warming to safe levels and avoid the risk of a runaway greenhouse effect.

Energy use lies at the heart of this change, as the majority of carbon emissions are related to how we power our homes, industries and transport. Low carbon approaches are required for all aspects of our lives and economy.

Central Lincolnshire must play its part in the transition to a low carbon future, while also adapting to climate change that is already committed.



LOW CARBON LIVING

Low carbon living means greatly reducing the carbon emissions resulting from our lifestyles. It covers everything that consumes energy, including our homes, travel, food and jobs.

The Core Strategy can help to make this change in a number of ways by:

- > ensuring that the overall pattern of settlement and growth in Central Lincolnshire minimises the need for unnecessary travel
- > supporting strong and prosperous local communities that can meet many of their own needs locally from local resources, including local food
- > promoting a low carbon economy including green jobs, services and products
- > reducing energy and water use with high design standards, including Eco-town standards
- > promoting low carbon energy including renewables
- > encouraging low carbon alternatives to the car
- > promoting recycling

These themes are explored further in the rest of this document. The present chapter focuses on energy generation and the issues and choices it raises for Central Lincolnshire.



▲ Reducing ‘food miles’ - local produce on sale at Lincoln Farmers’ Market

How much carbon do we need to cut?

A cut in emissions of 80% by 2050 is required to limit global warming to 2°C. Most scientists consider this to be the point beyond climate change is likely to become too dangerous, with a higher risk that warming will accelerate uncontrollably.

Per capita emissions of carbon vary greatly around the world, and are much higher in developed countries like the UK. We may therefore need to shoulder a greater share of the global cut.

The UK has already committed to a cut of 80% by 2050 under the 2008 Climate Change Act.

ENERGY FUTURES

Energy generation in the UK faces the tough challenge of achieving substantial carbon cuts while meeting growing consumer demand.

The new UK government has confirmed its commitment to a low carbon economy and outlined its approach to energy [see Box below]. This indicates that the Core Strategy should plan to achieve high standards of energy efficiency coupled with a significant increase in energy generation from low carbon and renewable sources.

What sort of renewable energy and where?

Studies suggest that Central Lincolnshire has strong potential to develop renewable energy, particularly biomass and wind power. Biomass means energy crops such as willow and wood as well as waste products from agriculture such as straw and chicken litter.

“ The Government believes that climate change is one of the greatest threats we face, and that urgent action at home and abroad is required. We need to use a wide range of levers to cut carbon emissions, decarbonise the economy and support the creation of new green jobs and technologies. We will implement a full programme of measures to fulfil our joint ambitions for a low carbon and eco-friendly economy”.

Source: *The Coalition: Our Programme for Government (May 2010)*

However, the JPU needs to fully understand the feasibility and implications of the various renewable technologies before detailed policies can be defined in the Core Strategy [see Evidence box].

Decentralised energy

Unlike conventional power sources that require large power stations supplying the national grid, renewables such as biomass, wind and solar can be developed to supply individual communities and buildings. These may still be connected to the national grid or operate separately using local power networks, such as Woking's 'private wire' scheme.

The JPU is particularly keen to explore the potential for decentralised energy and micro-renewables to meet Central Lincolnshire's energy needs, as these should reduce the need for larger-scale energy developments including new power stations and wind farms.

Decentralised energy also has potential for community-based schemes. However, it is likely to affect the appearance of buildings and neighbourhoods (e.g. more solar panels and micro-turbines).



Our Evidence Base:

- > a preliminary energy study of Lincoln indicates strong potential for renewables
- > a further energy study covering Central Lincolnshire is underway as part of the eco-development initiative.

Larger scale renewables

It is unlikely that decentralised energy will remove the demand for larger-scale renewables completely, and the Core Strategy may therefore need to identify particular areas and/or define criteria for such developments in Central Lincolnshire. Key considerations include the impacts on landscape and the environment.

QUESTION 2.1 - Which renewable technologies do you think are best for Central Lincolnshire?

QUESTION 2.2 - How should the Core Strategy approach large-scale energy developments including wind farms?

Option 1 - identify specific sites or locations where development is likely to be acceptable in principle

Option 2 - define a set of policy criteria for assessing individual schemes

Option 3 - a combination of Options 1 and 2

3 GROWING CENTRAL LINCOLNSHIRE - New Development & Infrastructure

Central Lincolnshire was the fastest growing area in the East Midlands region between 1996 and 2006, and is expected to continue to grow significantly over the next 20 years to meet demand for new housing. This growth can bring major benefits, including increased employment opportunities, new facilities and infrastructure improvements.

The Core Strategy must plan carefully to ensure that growth is sustainable and meets key objectives for Central Lincolnshire, including an improved quality of life and reduced carbon emissions. Key to this will be balancing the needs of Central Lincolnshire's different communities and protecting its natural and built heritage.



A STRATEGY FOR GROWTH

The JPU councils have been working together for several years to develop and implement a growth strategy for Central Lincolnshire. Initially, this concentrated on the Lincoln area, in recognition of its importance as the main centre for growth and the cross-boundary nature of its planning issues.

The growth strategy for the Lincoln area was incorporated in the East Midlands Regional Plan (RSS) of March 2009 alongside wider policies covering Central Lincolnshire [see Box].

The JPU partners consider that the RSS is still the best starting point for planning Central Lincolnshire's growth. With the removal of the RSS, however, the approach needs to be tested further via the Core Strategy and alternatives considered for the following questions:

- > What should the overall level of growth be?
- > Where should growth be located?
- > What period is the Core Strategy planning for?

Where do Growth Points fit in?

The Lincoln area and Gainsborough both have Growth Point status in recognition of their role as major centres for housing growth and regeneration. Growth Points have access to Government funding to help with the planning and delivery of new housing and infrastructure in their area.

Future levels of funding have yet to be determined, but the Coalition Government has confirmed that existing Growth Points will be retained.

What did the RSS say about growth in Central Lincolnshire?

- > Settlement roles and growth based on a defined hierarchy:
 - Lincoln one of 5 Principal Urban Areas (PUAs) in the East Midlands, alongside Derby, Leicester, Northampton and Nottingham
 - Gainsborough and Sleaford defined as "main towns"
 - Market Rasen and Caistor defined as "smaller towns"
- > 40,600 new homes required in Central Lincolnshire between 2006 and 2026, including:
 - 19,800 in the Lincoln PUA
 - 11,200 in North Kesteven outside the PUA
 - 9,600 in West Lindsey outside the PUA
- > Majority of growth to be focused on Lincoln PUA, Gainsborough and Sleaford
- > Some growth in other settlements and rural area to meet local needs

Source: East Midlands Regional Plan (March 2009)

The Lincoln area was designated as a Growth Point before completion of the RSS, so its growth objectives are already reflected in the RSS housing figures. However, Gainsborough's Growth Point status postdated the RSS. The JPU will therefore test Gainsborough's growth aspirations and consider a housing figure for the Gainsborough area as part of the wider review of growth in Central Lincolnshire.

Gainsborough's Growth Point:

The Gainsborough (West Lindsey) Growth Point Programme of Delivery includes the following growth aspirations:

- > By 2016/17, 8280 new homes delivered in West Lindsey (including Gainsborough) outside the Lincoln PUA
- > By 2030/31, 3 new urban extensions to Gainsborough totalling some 7440 new homes, plus services, employment and infrastructure

The JPU is keen to explore shared issues and linkages between Growth Points in and adjoining Central Lincolnshire, including the Newark and Grantham Growth Points.

How much should Central Lincolnshire grow?

Central Lincolnshire has one of the fastest growing populations in the East Midlands region, with migration from other parts of the UK being the main contributor. On current trends, its population will increase by 33% by 2031.

Other factors driving the need for more housing include:

- > natural population increase within Central Lincolnshire (ie. births exceeding deaths)
- > the trend for smaller households, including more people living alone
- > existing shortfalls in housing, particularly affordable housing in rural areas.

The RSS based its growth strategy and the housing target of 40,600 new dwellings on projections for population and household formation that take account of these trends. As for other areas, the Central Lincolnshire councils were required to plan for this target in their LDFs.

The Coalition Government has signalled a move away from this system to locally-generated targets, with incentives for successful delivery of new housing. It is therefore likely that the Core Strategy will be required to set its own housing figures.

Growth is central to the JPU partners' current strategy for Central Lincolnshire, underpinning improvements to the area's facilities, economy and infrastructure, as well as meeting people's need for homes and jobs. However, it is also crucial that growth does not undermine the very features that attract people to the area, including its high quality environment and rural countryside.

The JPU is considering whether growth should be based on the RSS housing figures (Option 1), or be lower (Option 2) or higher (Option 3). The adjoining table identifies some key advantages and disadvantages of each option.

QUESTION 3.1 – How much growth should be planned for Central Lincolnshire over the next 20 years?

Option 1 - "Current trend" – use RSS housing target for Central Lincolnshire, based on existing projections and trends in population increase, etc

Option 2 - "Below trend level" - reduce housing target below RSS figure

Option 3 - "Above trend level" - increase housing target above RSS figure

NOTE: all the options would allow some increase in housing in the Gainsborough area to reflect its Growth Point status

	Advantages	Disadvantages
1	<p>Clear evidence base and SA exist for RSS</p> <p>Provides homes to meet current trends</p> <p>Supports existing growth strategy</p>	<p>Some aspects of Central Lincolnshire will change, including increased traffic growth and pressure on services and infrastructure</p>
2	<p>Reduced pressure on environment and resources</p> <p>Reduced traffic growth</p>	<p>Potential housing shortages and increased house prices</p> <p>Incomers from affluent areas may outcompete local buyers, leading to increased affordability problems</p>
3	<p>May increase economic growth and jobs</p>	<p>Increased pressure on environment, services and infrastructure</p> <p>Potentially very difficult to deliver</p>

In addition to an overall housing target for Central Lincolnshire, the RSS included targets for the Lincoln PUA, and for those parts of North Kesteven and West Lindsey outside the PUA. This can help to ensure that growth occurs in line with a defined strategy.

QUESTION 3.2 – Do you think a specific housing target should be defined for the following?

- > the Lincoln area
- > Gainsborough
- > Sleaford

If yes, do you have any views on how tightly drawn the boundaries should be?

Where should growth be located?

Alongside the overall level of growth for Central Lincolnshire, the Core Strategy must define how growth is distributed. The pattern of growth has to be sustainable, and must address key objectives:

- > Reducing carbon emissions from travel
- > Avoiding unnecessary urban sprawl and loss of countryside
- > Promoting regeneration and re-use of land in urban areas, particularly Lincoln and Gainsborough
- > Supporting and strengthening local communities in both urban and rural locations
- > Maximising use of existing infrastructure to avoid unnecessary new infrastructure costs
- > Ensuring that housing and employment growth are balanced and co-ordinated.

The highly dispersed settlement pattern in Central Lincolnshire makes this a significant challenge, requiring a balance between the regeneration and growth of the main settlements to reduce travel and avoid urbanisation of the countryside whilst also supporting rural communities.

Many villages in Central Lincolnshire have seen significant new housing since the 1980s. However, this has fuelled a rise in commuting and car dependency, as a full range of jobs and services are difficult to sustain in rural areas. Conversely, growth has not delivered enough rural affordable housing, so that some people have been unable to stay in their villages.

The current strategy for growth is set out in the RSS, as outlined in the box on page 11, and seeks to provide a balanced and sustainable approach. However, the JPU is reviewing this approach to see if it still provides the best framework for Central Lincolnshire. It has

commissioned a study into the roles and growth potential of settlements in the area to help inform these decisions.

In this consultation we are seeking views on some broad options as follows. Some headline advantages and disadvantages of these are set out in the adjoining table.

QUESTION 3.3 – How do you think growth should be distributed within Central Lincolnshire?

Option 1 – retain RSS focus on Lincoln, Gainsborough and Sleaford, with some growth in other settlements to support local needs

Option 2 – reduce focus on Lincoln, Gainsborough and Sleaford to achieve a more dispersed pattern of development with more growth in smaller towns and rural villages

Option 3 – as Option 2, but with development redirected into one or more new settlements rather than dispersed in villages

Option 4 – increase development in and around Lincoln, Gainsborough and Sleaford, with minimal growth in rural settlements

If choosing Option 3, do you have any suggestions for where a new settlement could be located?

NOTE: specific locations for growth in Lincoln, Gainsborough and Sleaford are considered in the individual area chapters

	Advantages	Disadvantages
1	Growth is close to existing urban facilities, infrastructure and transport hubs Balances urban and rural growth	Some smaller towns and rural settlements may have less growth than they want
2	Might allow rural settlements to reach sufficient size to sustain a wider range of jobs and facilities	Potential loss of rural character of villages and countryside May fuel further increase in commuting and traffic growth despite additional rural services
3	As major developments, new settlements can provide and support a wider range of services and infrastructure	Potential loss of rural character in countryside May fuel further increase in commuting and traffic as unlikely to be self-contained Major new infrastructure likely to be required
4	May reduce need for new infrastructure outside urban areas	Danger of town cramming and pressure on urban facilities Unlikely to meet growth needs of smaller towns and rural area



Defining settlement roles

Settlement hierarchies have often been used in the past to provide a framework for growth, and in Lincolnshire date back to the previous Structure Plans. The current hierarchy is contained in the RSS, as shown on the map on page 5.

The JPU partners believe the RSS hierarchy still provides a robust basis for growth over the next 20 years, and that Lincoln's status as a principal urban area is vital for Central Lincolnshire's success and sustainability [see Box]. However, we are seeking views on whether the hierarchy should be retained, modified or replaced.

Smaller settlements in the rural areas are not included in the RSS hierarchy, as their roles are covered in local plans. This report considers the role and future of villages in Theme 4 on Promoting Strong & Prosperous Communities.

▼ Brayford Waterfront, Lincoln



What are the benefits of Lincoln being defined as a Principal Urban Area?

- > Recognises Lincoln's key role as the main centre for services, jobs and growth within Lincolnshire
- > Helps Lincoln and Lincolnshire to compete for public funding regionally and nationally
- > Promotes Lincoln and Lincolnshire as a location for private investment, business and tourism
- > Focuses growth and services where it is most accessible by all transport modes, helping to reduce carbon emissions
- > Boosts the case for new infrastructure to serve Lincoln and Lincolnshire

QUESTION 3.4 – Do you think the Core Strategy should keep the RSS settlement hierarchy for Central Lincolnshire as it is?

If no, do you have any specific suggestions for changing the status of any of the settlements?

INFRASTRUCTURE

Growth in Central Lincolnshire will need to be supported by an appropriate level of infrastructure. This refers to all the utility needs generated by development, including energy and water, as well as new physical and social provision such as transport, schools, doctors' surgeries, open space and leisure facilities.

The type and scale of infrastructure required will depend on the level and distribution of new growth and must be sufficient to meet the needs of existing and future residents.

Some aspects of infrastructure are mentioned elsewhere in this document, including:

- > Transport (see Theme 4)
- > Green infrastructure (see Theme 5)
- > Water resources and flood management (see Theme 5)
- > Major infrastructure required by the growth of Lincoln, Gainsborough and Sleaford (see individual chapters on place)

Infrastructure Delivery Plan

To ensure that infrastructure needs are identified early in the planning process and can be delivered effectively, the Core Strategy will be accompanied by an Infrastructure Delivery Plan (IDP).

An Infrastructure topic paper has been prepared alongside the Core Strategy Issues and Options document, and is available on-line or on request [see Contacts]. It sets out work undertaken so far by the JPU councils and partners. Any comments on the topic paper will be used to develop the Core Strategy and IDP.

QUESTION 3.5 – What do you think the priorities are for new infrastructure in Central Lincolnshire?

Please indicate your priorities using numbers (1 being top priority, 2 being second, etc)

- > Transport
- > Social facilities (schools, libraries, etc)
- > Open space (parks, recreation areas, etc)
- > Energy including low carbon projects
- > Health and emergency services
- > Water and utilities
- > Flood defences
- > Other (please specify)

TRANSPORT

The dispersed pattern of settlement in Central Lincolnshire, coupled with limited public transport services, has led to increased reliance on the private car. Our evidence tells us that traffic in the area has grown steadily since 1990 and exceeds regional and national growth rates. This is partly due to Central Lincolnshire's rapid growth in population, but high levels of commuting by car from rural locations are also a factor.

Traffic growth has led to increasing carbon emissions, as well as problems of congestion and a deterioration of the environment, particularly in the urban areas.

These issues need to be addressed so that the adverse effects on the environment, communities and the economy do not become worse, access to services can be maintained, and journey reliability improved.

What is being done?

Transport priorities for Lincolnshire are set out in the Local Transport Plan (LTP). This is prepared by the County Council and its partners and identifies 5 main priorities:

- > Support economy and growth with efficient networks
- > Reduce greenhouse gas emissions
- > Improve road safety, security and health
- > Promote equality of opportunity
- > Improve quality of life and a healthy environment

The 3rd Local Transport Plan (LTP3) is currently being prepared and is due for publication in 2011. Due to the uncertainty of future funding levels for transport, the successful strategies from LTP2 are being rolled forward with a "light touch" review. A short term Delivery

Programme (2 Years) will be therefore be published alongside LTP3.

Funding is expected to become more certain during this period and a more fundamental review of the LTP will be undertaken along with a revised, longer term Delivery Plan.

QUESTION 3.6 – What overall level of traffic do you think transport plans should seek to achieve in Central Lincolnshire?

Option 1 – no further increase in growth

Option 2 – reduce below current level

Option 3 – allow further increase, but minimise environmental and other impacts where possible

QUESTION 3.7 – What do you think are the best ways of reducing traffic growth or minimising the impacts of traffic growth in Central Lincolnshire?

Specific transport schemes in Lincoln, Gainsborough and Sleaford are covered in the area chapters.



4 PROMOTING STRONG & PROSPEROUS COMMUNITIES

Local communities are where most people live their lives, whether in urban neighbourhoods, suburbs or rural areas. Strong and prosperous communities are crucial for the sustainability of places, and contribute greatly to quality of life and wellbeing.

The Core Strategy will aim to support and strengthen local communities throughout Central Lincolnshire, focusing on people's needs, including accessible services, housing, transport and jobs.

A thriving local economy is closely related to these issues and is also considered in this chapter.

UNDERSTANDING LOCAL COMMUNITIES

Central Lincolnshire has a wide diversity of communities, ranging from urban areas with severe levels of deprivation and regeneration needs in Lincoln and Gainsborough, through to highly dispersed rural populations in the countryside.

The JPU's starting point is to understand individual communities and their needs [see Evidence box]. Clearly, some differences will exist in the issues facing urban and rural areas, but the Core Strategy is also an opportunity to look afresh at whether there are shared problems and solutions.

Previous work including the SCSs has identified various issues that need to be addressed to achieve sustainable communities and neighbourhoods, as shown in the diagram below. This chapter focuses on accessible services, housing and jobs, but the JPU is also keen to hear your views on any other issues facing your community.

Health and Fitness	Food and diet	Reducing Crime and Fear of Crime	Community Cohesion
Regeneration	Equality	Accessible services	Social inclusion
Jobs	Affordable Housing	Green space and wildlife	Local identity
Environmental quality	Housing quality	Affordable warmth	Education

Our Evidence Base:

- > All the JPU councils have previously worked with local communities and neighbourhoods in partnership with their LSPs
- > A further study of local communities in Central Lincolnshire is proposed as part of the Eco-town initiative. This will look at the current make-up and role of places and consider how their needs are affected under different approaches to growth. This study will be seeking residents' views on the issues facing their communities

ACCESSIBLE SERVICES

Local services and facilities are important for sustaining communities. They help to support local economies and social networks, preventing people and communities from becoming isolated and excluded. Other benefits include reducing unnecessary travel and cutting carbon emissions.

The highly dispersed pattern of settlement in Central Lincolnshire raises difficult questions when looking at how the Core Strategy can best support accessible services for all its communities.

For large facilities that serve a wide population, such as major retailing, leisure, entertainment and cultural venues, locations in central Lincoln and the major towns are considered to be the most sustainable, as these have the highest accessibility profile by public transport and are more easily reached by those without a car. This includes many residents of the towns themselves, where car ownership is often below average.





However, focusing facilities exclusively in these major settlements would risk worsening rural deprivation and increase the need to travel by rural dwellers. Similarly, urban neighbourhoods and suburbs also require their own local facilities to support local communities and reduce deprivation.

The Core Strategy must find an appropriate balance, supporting facilities in rural areas without undermining the sustainability of Central Lincolnshire as a whole. This issue is central to how new growth is distributed in Central Lincolnshire, as covered in Theme 3.

A new approach to rural services?

The pattern of service provision **within** the rural area is also an issue for the Core Strategy. Clearly, not every village can support a range of facilities, as some will be too small or remote.

Current planning policy focuses most facilities and new growth on “service villages” as defined in the local plans for North Kesteven and West Lindsey. However, the JPU is reviewing this to identify the best way to support rural communities.

One approach would be to identify “clusters” of villages based on activity patterns, transport corridors or local identity, such as the Cliff Villages in North Kesteven or the Trentside villages in West Lindsey. Alternatively, greater weight could be given to the aspirations of individual villages and their communities in determining the amount and type of future growth.

In all cases, the role of the smaller towns such as Market Rasen and Caistor, and larger villages like Saxilby, Scotter, Metheringham and Heckington, needs to be considered.

QUESTION 4.1 – What do you think is the best approach to locating services in the rural areas of Central Lincolnshire?

Option 1 – continue existing approach based on defined “rural service villages” with few or no facilities in smaller villages

Option 2 – identify “clusters” of villages for service provision based on activity patterns, transport services and existing services

Option 3 – define approach to each village individually to reflect community aspirations, needs and potential

MEETING HOUSING NEEDS

Housing of sufficient quantity, quality, affordability and type is critical for successful communities throughout Central Lincolnshire, affecting urban and rural areas alike. The Core Strategy must identify and plan for the area’s various housing needs.

Central Lincolnshire’s affordable housing need is above the national average, requiring a significant proportion of the planned new homes to be available only to those who cannot afford to buy or rent on the open market [see Evidence box]. Other “special” housing needs that need to be catered for are:

- > an ageing population
- > students
- > vulnerable people such as the homeless
- > people living in houses occupied by more than one household
- > people in need of extra care
- > gypsies and travellers

Our Evidence Base:

Existing evidence tells us that:

- > House prices are generally low in Central Lincolnshire but low earnings make entering the housing market difficult
- > There is a limited supply of affordable housing to meet local need in rural areas
- > 11,800 additional affordable dwellings are required between 2006 and 2026
- > 27% of all new housing should be social rented and 2% intermediate [see Box on page 18]
- > West Lindsey has above average levels of people in older age groups
- > In 2006, 300 households were accepted as homeless across Central Lincolnshire
- > There are about 2600 dwellings in multiple occupation across Central Lincolnshire
- > Between 37 and 43 additional Gypsy & Traveller pitches are needed by 2012, with the largest requirement being in West Lindsey

We are currently updating our Strategic Housing Market Assessment (SHMA) to provide more information on housing need in Central Lincolnshire

Affordable Housing

Some affordable housing is funded directly by the government. However, the planning system is required to deliver sufficient affordable housing to meet identified needs as part of new development.

At present, there are separate policies and targets for affordable housing in each of the JPU partners' local plans. These need to be updated and brought together in a single new policy for Central Lincolnshire. The RSS is an important starting point in this process, as it contains a region-wide target for 29% of all new housing to be affordable.

The JPU believes it should wait until its evidence base has been updated before proposing specific targets for affordable housing in Central Lincolnshire, and will consult on these in future as appropriate. Targets are envisaged to cover:

- > the overall level of affordable housing
- > the percentage split between social rented and intermediate housing
- > thresholds and targets for new developments, and whether these should be varied across Central Lincolnshire according to location (urban/rural, greenfield/brownfield, etc).

However, we are keen to get early views as part of the Issues & Options consultation.

QUESTION 4.2 - Do you support the RSS target of 29% for affordable housing, and how would you view an increase in this figure in Central Lincolnshire if further evidence suggests it is needed?

What is affordable housing?

Affordable housing is housing provided for those who cannot afford to buy or rent on the open market. It is defined in detail in national planning guidance, and includes:

- > **Social rented housing:** rented housing owned and managed by local authorities and registered social landlords (RSLs), with rents set by national standards; and
- > **Intermediate housing:** housing at prices and rents above those of social rented housing but below market prices or rents

Source: Planning Policy Statement 3 : Housing (DCLG, November 2006)

Housing for an ageing population

As people live longer, the needs of an ageing population are becoming increasingly important. Older people usually want to retain their independence as long as possible, and the JPU is considering how the Core Strategy can best meet their needs. Proposals currently under consideration are:

- > Develop more purpose-built accommodation such as residential care homes / sheltered housing / extra care homes
- > Require all new housing, or a percentage of new housing, to meet Lifetime Homes standards
- > Ensure particular types of housing, such as bungalows, form part of new developments over a certain size.

QUESTION 4.3 – What do you think the best approach is to housing for the elderly in Central Lincolnshire?

Lifetime Homes are ordinary homes that incorporate 16 design criteria to support the changing needs of people at different stages of life. They:

- > meet the requirements of a wide range of households, including families with pushchairs as well as some wheelchair users
- > maximise utility, independence and quality of life without compromising other design issues such as appearance
- > are convenient for most occupants without needing substantial alterations.

Gypsy & Traveller Sites

There is a shortage of authorised Gypsy and Traveller sites in Central Lincolnshire (see Evidence box above). Providing more authorised sites will help to address the problem of Gypsies and Travellers pitching on unauthorised sites.

Some work has already been done by JPU partners and West Lindsey has recently developed informal guidance on general locations for additional pitch provision and site assessment criteria. The JPU will build on this work to consider how the needs of Gypsies and Travellers are met in Central Lincolnshire as a whole. This might involve setting targets and site assessment criteria in the Core Strategy or producing more detailed policy, possibly including identifying actual sites, in a separate LDF document.

QUESTION 4.4 - How do you think the needs of Central Lincolnshire's Gypsies and Traveller communities are best met?

REGENERATING PLACES & COMMUNITIES

Most settlements have some regeneration needs, and the Core Strategy will aim to ensure that all places and communities in Central Lincolnshire are attractive and prosperous.

Additionally, some parts of Central Lincolnshire have more severe problems of social deprivation and/or physical environments in need of improvement and renewal. These include:

- > parts of Lincoln and Gainsborough, including communities that rank amongst the worst 10% nationally for social deprivation [see area chapters for more detail]
- > parts of Sleaford town centre and other towns where regeneration and improvements are needed [see Sleaford chapter]
- > some rural settlements with high levels of rural deprivation e.g. Billingham and Brookenby.

▼ *Abbey Renewal Area in Lincoln*



RAF bases

Central Lincolnshire has a number of RAF bases, including both active and disused sites. The operational bases continue to make an important contribution to the local economy, while the disused bases can provide potential opportunities for regeneration and new uses. Some former bases have already had warehouse and industrial development, while others now have new communities based on former RAF housing.

However, most former bases are set in rural locations with limited public transport and other facilities, and may struggle to match the sustainability of the main towns as locations for major new development.

QUESTION 4.5 – Do you think former RAF bases in Central Lincolnshire should be redeveloped for new uses such as employment and housing?

PROSPERITY & JOBS

A prosperous local economy underpins the success of Central Lincolnshire as a place to live and work, reducing inequality and providing investment and support for people and places. As Central Lincolnshire's population expands, economic growth is needed so that residents do not have to travel elsewhere for jobs.

Priorities identified by the JPU partners are:

- > stimulating the local economy and business start-ups
- > supporting existing businesses
- > attracting inward investment.

Our Evidence Base:

Existing evidence tells us that:

- > 192 hectares of employment land is required across Central Lincolnshire
- > Lincoln's travel to work area covers a population of 300,000 people, including large parts of Lincolnshire and extending into Nottinghamshire
- > Office-based employment is largely attracted to the Lincoln area with minimal demand in rural settlements
- > The main "comparison" retail developments are also focused upon the three settlements of Lincoln, Gainsborough and Sleaford with smaller more bespoke shops and convenience retail outlets in smaller settlements across the area

These priorities are included in the Local Investment Plan due to be submitted to the Homes and Community Agency (HCA) in December, and will be used to define projects and programmes when seeking funding.

Employment sectors that are expected to grow in Central Lincolnshire include:

- > construction engineering
- > specialist engineering
- > other manufacturing
- > agriculture and food processing
- > tourism
- > health and education

QUESTION 4.6 – Do you agree with the priorities and future growth sectors for Central Lincolnshire's economy?

Where should employment growth be located within Central Lincolnshire?

The Core Strategy will need to plan for how employment growth is distributed across Central Lincolnshire, including how closely it is linked to areas of new housing.

Existing planning policy focuses employment development in Lincoln and the other main towns while allowing some development in the rural areas to meet local needs. This aims to maximise accessibility by all means of transport and avoid major development in the countryside, as well as mirroring the main housing growth areas.

The JPU is reviewing this policy to see whether it is still the right approach, taking account of likely changes in the local economy and future working patterns, such as increased home-working. As with housing growth, it is necessary to balance urban and rural needs while achieving a sustainable approach that does not generate unnecessary travel and increase carbon emissions.

Specific issues for retail growth within Lincoln and Sleaford are covered in the individual area chapters.



◀ Marshall's Yard, Gainsborough

QUESTION 4.7 – Where should new employment and retail development be located in Central Lincolnshire?

Option 1 – continue to focus mainly in Lincoln, Gainsborough and Sleaford

Option 2 – allow more development in smaller settlements and rural areas

Tourism

Tourism makes a vital contribution to the economy of Central Lincolnshire both via direct spending and in creating jobs. Lincolnshire as a whole attracts some 19 million tourist days annually, with Lincoln representing a key attraction.

Improving Central Lincolnshire's tourist offer forms part of the wider Tourism Strategy for Lincolnshire, which includes increasing the number of hotels and other facilities such as conference centres. Improvements to the public realm of Lincoln and other towns (e.g. pedestrianisation of streets) are also proposed.

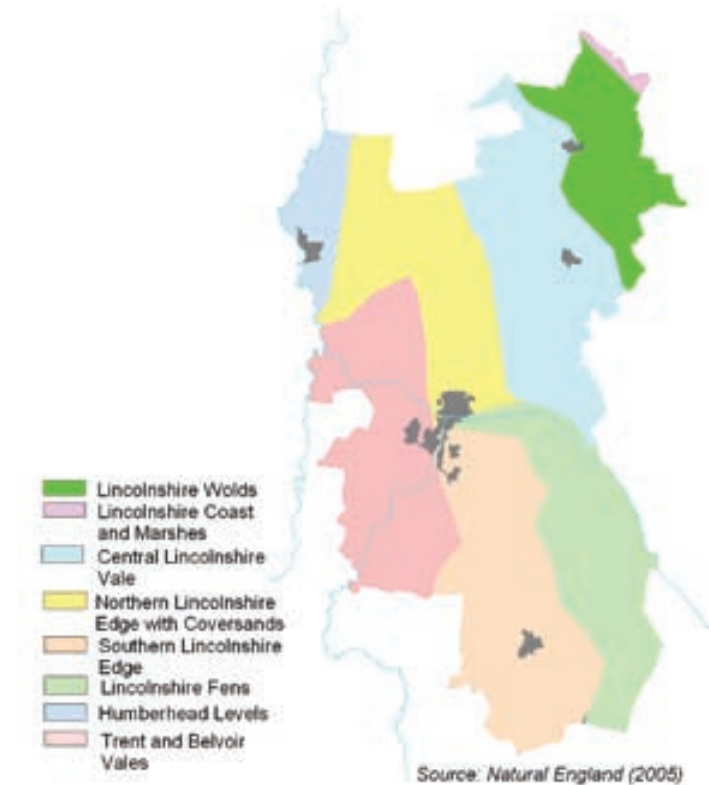
5 A QUALITY ENVIRONMENT - Managing Central Lincolnshire’s Natural & Built Heritage

Central Lincolnshire has a rich natural and cultural heritage, including the nationally recognised landscape of the Lincolnshire Wolds and Lincoln’s outstanding Cathedral and Roman monuments. The area is valued by residents and visitors for its pleasant environment and rural countryside. In planning for growth, the Core Strategy must protect or enhance these assets as “natural capital”, as well as conserving key resources such as open space, wildlife, water and soils.

LANDSCAPE CHARACTER

Central Lincolnshire contains a wide diversity of landscapes, reflecting its varied geology, ecology and history. The area encompasses 7 ‘Joint Character Areas’ as defined by Natural England [see Map]. Each character area is defined by its natural and man-made features, including landforms, agriculture, field patterns, building types etc. Natural England has also identified ways in which each character area can be maintained and enhanced to protect local identity.

Previously, local plans have focused mainly on protecting selected areas of landscape considered to be of “high” value such as the Lincoln Edge, with tighter controls on the amount and type of development that can occur there. The Core Strategy is reviewing this and considering whether to introduce a wider and more proactive approach to landscape that recognises and enhances the value of all landscape character areas.



QUESTION 5.1 – How do you think the Core Strategy can best protect Central Lincolnshire’s landscapes?

Option 1 – continue existing approach with main emphasis on protection of designated areas of “outstanding” and “high” landscape value, such as the Wolds and Lincoln Edge

Option 2 – adopt a wider approach to landscape based on conservation and enhancement of local character in all landscape character areas, while still maintaining special protection for the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) and areas of “high” landscape value

Our Evidence Base:

- > Natural England work on Joint Character Areas (2005) and East Midlands Regional Landscape Character Assessment (2010)
- > Further work on the historical value of landscape is currently underway via the Lincolnshire Historic Landscape Characterisation project

GREEN INFRASTRUCTURE

Green infrastructure means all types of open space that communities use, ranging from formal parks and playing fields to areas for informal recreation and wildlife.

In the past, open spaces were often planned to meet a single purpose, such as sport or nature conservation. Today, however, it is recognised that open spaces can often combine several functions, which can include:

- > Informal recreation and relaxation
- > Children's play
- > Outdoor sports provision
- > Countryside access and tourism
- > Conserving wildlife and habitats
- > Protecting landscapes
- > Managing water resources and flooding
- > Producing useful products such as timber, osier, bio-crops and local food.

Green infrastructure can thus be developed as a "multi-purpose" network of open space.



As Central Lincolnshire grows, it is important that its green infrastructure is maintained and extended to meet people's needs, as well as supporting other objectives including nature conservation, tourism and access to the countryside.

Green corridors for people and wildlife

One approach to providing green infrastructure is to establish "green corridors". Benefits of this approach include:

- > Linking together separate sites into larger areas of open space
- > Enabling wildlife species to spread and natural habitats to migrate in response to climate change
- > Improving accessibility for people and providing longer routes for walking and cycling

The Core Strategy is an opportunity to define new green corridors, especially where these are already being proposed by other organisations. For example, Lincolnshire Wildlife Trust is currently developing corridors for conserving limestone flora between Rutland and Lincoln. In the Lincoln area, the JPU is working with partners on proposals for a major new country park that will link existing sites between Swanpool and Whisby Nature Park.

The JPU is keen to explore such possibilities with relevant organisations and stakeholders, including ways in which the Core Strategy can support the delivery and management of new corridors.

QUESTION 5.2 – Do you agree that green corridors should be used to increase and link up accessible open space in Central Lincolnshire?

If yes, do you have any suggestions for new green corridors?

Our Evidence Base:

- > Some work on local open space needs has already been undertaken by JPU districts,
- > A wider study of green infrastructure for Central Lincolnshire is due to start in 2010 as part of the Eco-town initiative

Delivering new facilities

New development will generate additional green infrastructure needs, and will be expected to contribute to providing new facilities. The JPU will be undertaking further work to identify current and future needs, including any shortfalls in provision by location and type of open space, such as sports pitches or play areas.

QUESTION 5.3 – Do you think there is enough open space in your area in terms of quantity and quality? If not what types of open space are needed?



MANAGING WATER RESOURCES AND FLOODING

Central Lincolnshire's rivers and water resources are a valuable asset, supporting wildlife, recreation and tourism, as well as providing water for business, agriculture and households. Water resources require careful management to conserve their quality and value, and to address flooding issues.

The bodies responsible for water resources and flood risk are increasingly looking at whole river catchments as the best way of integrating the aims of water conservation, wildlife and flood management. The JPU partners are keen to support this approach, and are already working with the Environment Agency and others.

Except for small parts of the Wolds and Fens, Central Lincolnshire falls wholly within the catchments of three main rivers: the Trent, Witham and Ancholme. Significant areas are at risk of flooding from both river and surface water sources, raising important questions for the Core Strategy and the location of future development.

▼ *River Trent near Marton*



What is PPS25?

Current national policy on flood risk is set out in Planning Policy Statement (PPS) 25: Development and Flood Risk (2006)

This makes it clear that the planning system has a crucial role to play in managing flood risk by avoiding inappropriate development in areas at high risk of flooding, and by directing development away from areas at highest risk

Flood Risk in Central Lincolnshire

It is clear that in Central Lincolnshire, where significant growth is planned, flood risk issues will need to be given careful weight and consideration.

National policy on flood risk and the location of new development is set out in PPS25 [see Box]. LDFs are required to follow a "sequential approach" whereby sites at risk of flooding can only be allocated for development if there is insufficient land available in areas with lesser or no flood risk. Exceptionally, it may be appropriate to develop land at risk of flooding for sustainability reasons or to avoid economic or social blight in an area.

In Central Lincolnshire, areas including Lincoln, Gainsborough and Sleaford have key brownfield sites that are in need of regeneration but are located in flood risk areas. Here, decisions need to be made to balance the need for sustainable growth and development against the risk of flooding.

Strategic Flood Risk Assessments [see Evidence box] provide planners with accurate information on which to make informed decisions on development and flood risk issues. Water Cycle Studies provide information

Our Evidence Base:

- > Strategic Flood Risk Assessments (SFRAs) and Water Cycle Studies have been completed for the City of Lincoln, North Kesteven and West Lindsey

on drainage and sewerage issues. These pieces of evidence will be very important in helping to ensure that flood risk and water management issues are fully taken into account when new development is considered.

The design of new development is also important in managing flood risk and water resources, and is proposed as an objective for design in Central Lincolnshire [see next section]. Designing for flood resilience can help to mitigate flood risk, and is particularly relevant to Option 2 below.

QUESTION 5.4 – In planning where new development is located, how much emphasis do you think should be given to flood risk relative to other objectives including sustainability, regeneration and the local economy?

Option 1 – no development should be allowed in areas of flood risk

Option 2 – development should be allowed in areas of flood risk if the benefits for sustainability, regeneration or the local economy outweigh the risk

BUILT HERITAGE & DESIGN

Built heritage and design quality are of key importance for quality of life and help to define the local distinctiveness of places, from rural villages to town centres and urban neighbourhoods.

The inherited built environment has been created by the interaction of people with their surroundings over many centuries, contributing greatly to cultural identity and a sense of place today. Built heritage is also a major asset for tourism and regeneration.

Good design in new development is similarly crucial for creating attractive and successful places, as well as for meeting key objectives for sustainability and accessibility.

The Core Strategy will provide a framework for managing Central Lincolnshire's built environment, covering both its heritage assets and design requirements. More detailed guidance on particular places or themes may be produced as part of the LDF in future.

An integrated approach to design

The Core Strategy will set out objectives for design in Central Lincolnshire. These are expected to include:

- > Use of energy, water and other resources
- > Adapting to climate change
- > Promoting sustainable transport
- > Accessibility and social inclusion
- > Reducing crime and fear of crime
- > Respecting the natural environment, including landscape character, wildlife, trees, etc
- > Respecting built heritage and character
- > Promoting a high quality public realm
- > Density and the efficient use of land



▲ *Modern eco-design, Epic Centre, Lincolnshire Showground*

QUESTION 5.5 – Do you have any comments or other suggestions on the list of proposed design objectives?

Using built character

Understanding the built character and history of places is important for managing how they change in future. It informs decisions on what should be protected and is

Lincoln Townscape Assessment

- > Full assessment of Lincoln's built character completed in 2009 as a national pilot for "urban characterisation"
- > LTA identifies 108 character areas making up the city, with details of existing characteristics, history and community views (for details see www.heritageconnectlincoln.com)
- > Characterisation to be extended to other areas of Central Lincolnshire in future, commencing with areas adjoining Lincoln

part of the design context for new development. The JPU is therefore keen to make use of character assessments such as the Lincoln Townscape Assessment [see Box].

Character assessments raise issues for design about how new development should respond to existing character, and how closely architecture should follow existing buildings in terms of form, density, style, materials, etc.

An appropriate balance is needed between the maintenance of local character, architectural innovation, and other design requirements including sustainable approaches to energy.

QUESTION 5.6 – How do you think new development in Central Lincolnshire should respond to the existing built character of its location in terms of style, materials, etc, and does this depend on the type of area or location it is in?

Examples of built character from Lincoln's West End

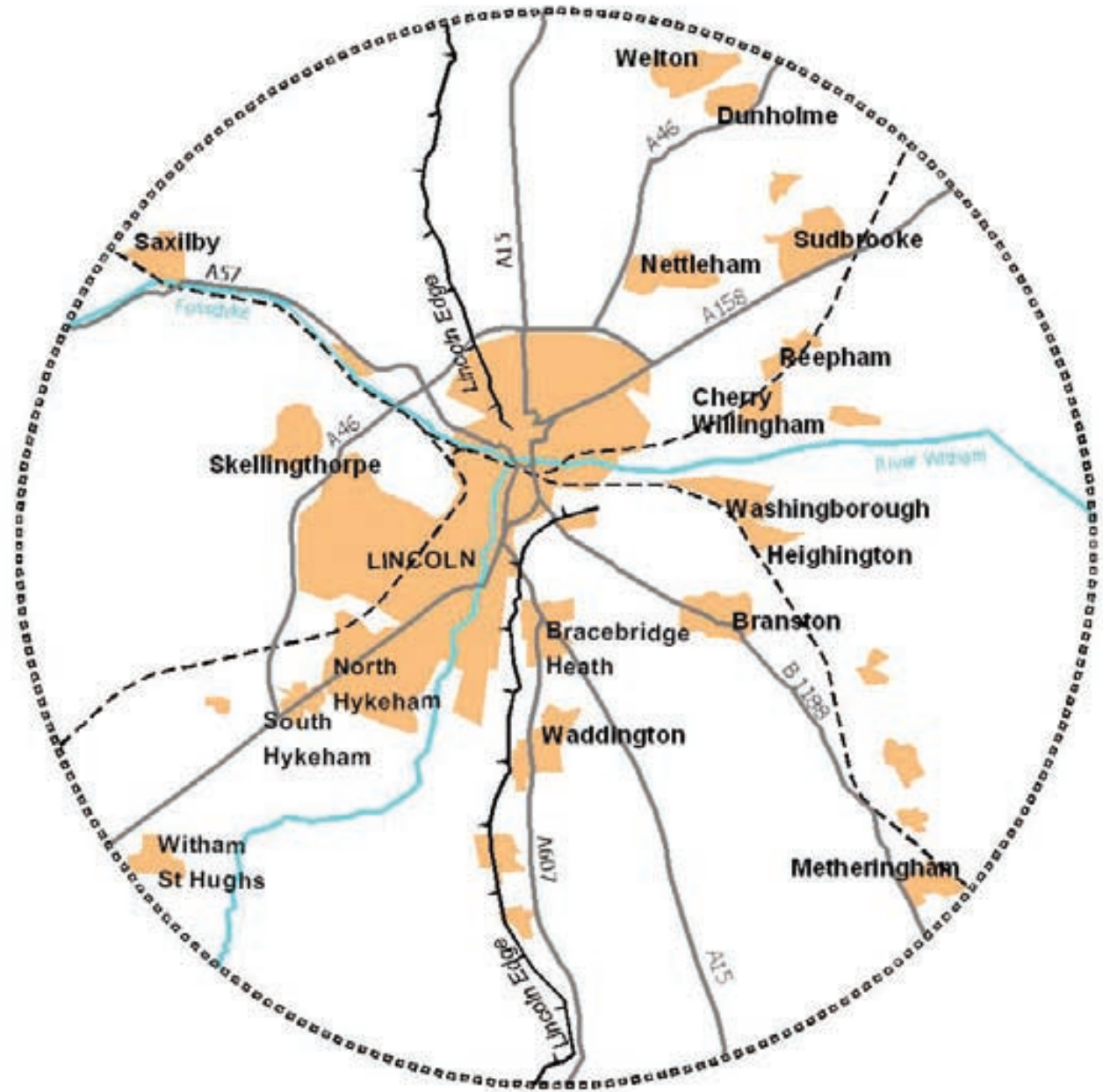


6 THE LINCOLN AREA

Lincoln is a relatively compact but growing city located at the very centre of Central Lincolnshire. It is by far the largest settlement in Central Lincolnshire and is the main centre for population, employment and facilities, serving both its own residents and a large part of Lincolnshire and beyond.

The City itself with North Hykeham forms a central settlement of about 100,000 people, but is also the hub of a wider area that encompasses a ring of “satellite” villages such as Welton, Bracebridge Heath and Skellingthorpe. These settlements look to Lincoln for many of their services and employment needs.

This chapter focuses on the planning issues for the Lincoln area, covering both the City itself and its relationship to the satellite villages and the adjoining countryside. Key to the area’s future will be accommodating major planned growth while protecting Lincoln’s character, including its unique setting and outstanding heritage assets.



LINCOLN TODAY – A PROFILE

Lincoln:

- > is a regional centre for services including employment, retail, leisure, culture, health and education
 - > has a wider Travel To Work Area (TTWA) of 300,000 people which extends into Nottinghamshire
 - > has a unique setting where the River Witham cuts through the limestone escarpment of the Lincoln Edge
 - > has outstanding historic assets including the Cathedral and Castle, and an internationally important archaeology from the Roman period
 - > is a major tourist destination and one of only 3 tourist icons in the East Midlands region
 - > has a thriving Further and Higher Education sector that is contributing greatly to the city's economic revival and increasing diversity
 - > has large variations in income, health and educational attainment, and includes some communities that rank amongst the worst 10% nationally for social deprivation
 - > has started to recover economically from the dramatic decline in its traditional engineering base in the 1980s, but has an over-reliance on low-skill and low-wage service jobs
 - > has a high quality network of green space and natural habitats supporting a rich biodiversity and access to informal recreation
- > is situated where 5 landscape character areas meet, making its countryside and ecology highly diverse
 - > has flood defences that have so far prevented serious flooding, but are in need of improvement based on climate change predictions
 - > has an increasingly diverse population, based on the growing number of students and economic migration from eastern European countries



DRAFT VISION FOR THE LINCOLN AREA:

By 2026/2031, the Lincoln area will be an outstanding place to live, work, learn, invest and visit. It will form an attractive, creative and vibrant centre at the heart of Central Lincolnshire, which is renowned for its heritage assets, range of facilities and successful economy.

Growth and investment over the previous two decades have regenerated and expanded the City Centre, bringing new facilities and re-using areas of vacant land that were once a legacy of decline.

New residential communities have been developed around Lincoln in a sustainable and integrated way, with high quality new infrastructure and design. Opportunities for low carbon energy have been taken, reducing carbon emissions and boosting the area's engineering sector. Lincoln's unique setting has been protected by careful planning to extend and enhance the area's green wedges and open space assets.

The economy has diversified considerably, and now provides excellent job opportunities that cater for a range of skills. Many more graduates now choose to stay and move into the area, and the city's thriving University and education sector continues to act as a catalyst for improvement and renewal.

The well-being and safety of residents has improved significantly through new and better co-ordinated services including health, social care, leisure, recreation and education. Lincoln's communities and neighbourhoods are now prosperous, safe and sustainable.

The Lincoln area acts as a flagship for the success of Central Lincolnshire and Lincolnshire as a whole.

DRAFT OBJECTIVES FOR THE LINCOLN AREA

In addition to the overall objectives for Central Lincolnshire, the JPU proposes the following Core Strategy objectives for the Lincoln area:

1. Strengthen Lincoln's role as a regional centre for jobs, services and growth
2. Support regeneration of key areas and communities in line with identified priorities
3. Accommodate growth in a sustainable way that delivers balanced communities and is well integrated with Lincoln and surrounding settlements and supported by appropriate infrastructure, employment and service provision
4. Protect and enhance Lincoln's unique setting, wildlife and built heritage by ensuring that development respects these assets and contributes to local distinctiveness
5. Enhance and grow Lincoln City Centre to meet the needs of residents and visitors as Central Lincolnshire grows
6. Maintain and enhance a network of thriving district and local centres to support sustainable communities and neighbourhoods in Lincoln and the surrounding satellites
7. Promote a sustainable and high quality transport system for the Lincoln area to tackle issues of carbon emissions, traffic congestion, air quality and accessibility, including provision for park and ride, public transport, cycling and walking



PLANNING FOR GROWTH IN THE LINCOLN AREA

The existing strategy for accommodating growth in the Lincoln Area is included in the RSS, and has 2 main components:

- 1) Re-using 'brownfield' sites in the existing built-up area as a priority to regenerate Lincoln.
- 2) Focusing the remaining growth into sustainable urban extensions [see below for explanation] which are masterplanned for delivery, infrastructure and phasing.

The Core Strategy is reviewing this strategy following removal of the RSS to assess whether it is still the best approach.

How much growth are we planning for?

Theme 3 of this document includes options for the overall level and distribution of growth in Central Lincolnshire. Those options will determine the specific amount of development the Core Strategy has to plan for in the Lincoln area. However, it is clear that all the options require significant levels of new housing, employment and infrastructure for Lincoln, so the JPU is seeking views now on how this growth should be accommodated.

How much of Lincoln's growth should be located within the existing built-up area?

The Core Strategy must achieve a balance between development within the existing built-up area of Lincoln and development beyond it.

Lincoln has a significant amount of previously-developed or 'brownfield' land within its existing built-up area that is vacant or underused. Re-using this land has many benefits for the Lincoln area, including:

- > regeneration of run-down and derelict areas
- > reducing pressure for development in the surrounding countryside and loss of farmland
- > developments normally have good access to existing facilities, including Lincoln's public transport hub, thereby reducing car travel.

However, if too much development is focused within the urban area, there is a danger of "town cramming" and over-demand on existing facilities such as schools and other infrastructure. Some development outside of Lincoln's existing built-up area is therefore needed.

QUESTION 6.1 – Which of the following options best reflects your view on the amount of brownfield housing currently being provided within Lincoln's built up area?

Option 1 - there should be more new housing to regenerate and re-use derelict and vacant sites in the city, and protect the countryside around Lincoln

Option 2 - current approach is about right

Option 3 - too much new housing is being built within the city and is damaging its quality of life or character



▲ *New brownfield housing in St.Catherine's, Lincoln*

What type of development is proposed outside the existing built-up area?

Planning for development outside Lincoln's built-up area faces 2 basic and linked questions:

- > what form should development take?
- > where should development be located?

The JPU has identified 4 main options for the form of development. These are not necessarily exclusive to each other, and could potentially be combined in some cases. They are:

- Option 1: Urban extensions
- Option 2: Piecemeal development
- Option 3: New settlement(s)
- Option 4: Expansion of existing satellite villages

An explanation of these options and their main implications is set out in the table opposite.

OPTION	MAIN IMPLICATIONS
<p>OPTION 1 - Urban extensions</p> <p>New growth concentrated in 2-4 major developments of at least 2000 dwellings adjoining or near the edge of Lincoln</p>	<p>Urban extensions are ‘masterplanned’ to provide facilities (shops, jobs, open space, transport links, etc) alongside new housing. These requirements can be identified and delivered as part of development. Major opportunities for low carbon energy.</p> <p>Likely to have good access to Lincoln’s existing facilities and public transport, and support growth of city.</p> <p>Some loss of open land adjoining city, but opportunity to plan for major new green infrastructure.</p>
<p>OPTION 2 - Piecemeal growth</p> <p>Lincoln expands as individual sites adjoining or near city are brought forward by developers, with most sites being 50 – 500 dwellings</p>	<p>Potentially less dependent on major new infrastructure projects such as Eastern Bypass, but nevertheless add incrementally to use of Lincoln’s facilities, and are generally less able to fund full range of facilities and needs that they generate.</p> <p>This option is likely to struggle to provide sufficient housing growth.</p>
<p>OPTION 3 - New settlement(s)</p> <p>One or more completely new settlements planned from scratch in locations at some distance from Lincoln [and potentially outside the Lincoln area]</p>	<p>New settlements have many of the advantages of urban extensions in being ‘masterplanned’, including their infrastructure and can also have low carbon energy built in.</p> <p>However, new settlements need be very large to attain self-containment, and will otherwise generate high levels of commuting to Lincoln and elsewhere.</p> <p>Causes loss of countryside where new settlement(s) built but would reduce loss of land at edge of Lincoln itself.</p> <p>May undermine regeneration and growth of Lincoln as regional centre</p>

<p>OPTION 4 - Expanded satellites</p> <p>Focus new housing on existing satellite villages around Lincoln.</p>	<p>This approach has to some extent already happened, and has fuelled car commuting into Lincoln. However, it could be planned around improved transport links.</p> <p>Infrastructure provision likely to be difficult to fund and deliver.</p> <p>May protect open land adjacent to Lincoln but risks “swamping” satellite villages with development, especially if all of Lincoln’s growth is planned in this way.</p>
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QUESTION 6.2 - Which form of growth do you think is best for the Lincoln area?

Option 1 - Urban extensions
Option 2 - Piecemeal growth
Option 3 - New settlement(s)
Option 4 - Expansion of satellite villages
Option 5 - A combination of these Options

If choosing Option 3, do you have a suggested location for a new settlement?

If choosing Option 5, please state what combination of Options you think should be used

Alongside the re-use of urban brownfield sites, previous work by the JPU partners has been based on Option 1, with 3 major urban extensions proposed in the Lincoln area:

- 1) Western Growth Corridor (Swanpool)
- 2) North East Quadrant (Greetwell area)
- 3) South East Quadrant (Canwick Heath)

These locations have already been progressed to varying degrees through the planning system, and will therefore be “rolled forward” as options for consideration in the Core Strategy. Additionally, new potential locations have emerged via the evidence base for the Core Strategy, including the SHLAA. The JPU will assess both existing and new locations in detail via the Eco-town studies.

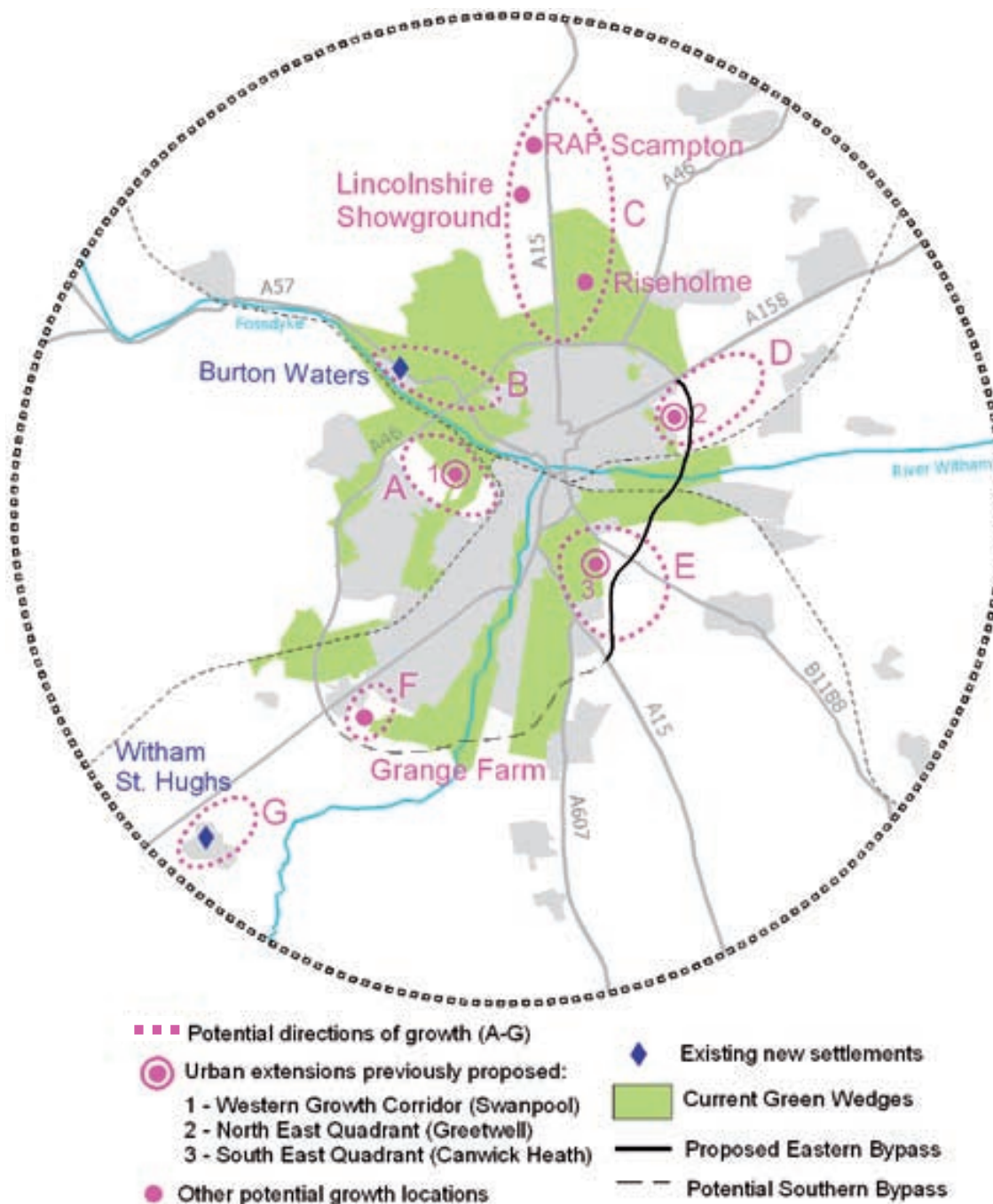
In this consultation, we are seeking views on the broad directions in which Lincoln should expand (see options on next page).

How will Lincoln’s setting and green space be protected as the city grows?

A network of protected open space called green wedges (see map on next page) is identified in the local plans covering the Lincoln area. These define the built-up area of Lincoln and the surrounding villages and help to protect the city’s unique setting and character. Green wedges are also important for recreation and wildlife, and for managing flood risk.

The JPU considers that the existing green wedges should be retained as a basic network and that significant loss due to growth is unlikely to be acceptable. However, we are seeking views on whether green wedges are still the right approach and how the network could be improved or extended as Lincoln grows.

Green wedges are different from a “green belt” approach because they are not a continuous ring around the built-up area. They therefore allow some development on the edge of the city where it has easy access to Lincoln’s facilities and transport hub, helping to reduce car travel. A “green belt” would retain more open land next to the city, but requires new development to “leapfrog” to locations further away which may be less sustainable.



QUESTION 6.3 – Using the map on this page and the table opposite, which of the directions for growth do you think would be best for Lincoln?

- Option A** - West
- Option B** - North West
- Option C** - North
- Option D** - North East
- Option E** - South East
- Option F** - South West
- Option G** - Witham St.Hughs
- Option H** - A combination of Options A, D and E*

* This option is the 3 urban extensions previously proposed by the JPU partner authorities

QUESTION 6.4 - How should the green wedge network respond to proposed growth in the Lincoln area?

Option 1 - keep existing network unchanged

Option 2 - extend existing network outwards to create corridors of protected countryside that radiate out from city with potential development corridors in between

Option 3 - extend network by joining up outer parts to form a more or less continuous ring or belt of protected countryside that new development would have to leapfrog over

Option 4 - revise network to tailor it specifically to preferred pattern of growth in Core Strategy, with some localised losses allowed to accommodate development but a net increase in network overall

Note: Options 1-3 may prevent or limit some of the development options in Questions 6.2 and 6.3

OPTION	Main Potential Sites and Current Status	Keys Constraints and Issues	Benefits and Opportunities	Deliverability
Option A - West	Western Growth Corridor (Swanpool): > Proposed sustainable urban extension of up to 5,500 houses. Site allocated in Local Plans. Planning application currently on hold	<ul style="list-style-type: none"> > Flood risk (Environment Agency objection) > Impact of traffic growth on surrounding road network 	<ul style="list-style-type: none"> > close proximity to city centre > Opportunity to upgrade Lincoln's existing flood defences 	<ul style="list-style-type: none"> > Can potentially deliver growth early, as not dependent on Eastern Bypass
Option B - North West	> Land at Bishops Bridge included in SHLAA	<ul style="list-style-type: none"> > Flood risk > Impact on key views of Lincoln along A57 corridor and loss of green wedge 	<ul style="list-style-type: none"> > Potential linkage with Burton Waters as growth corridor 	<ul style="list-style-type: none"> > Not dependent on new roads, but has previously been rejected by planning process due to flood risk and landscape impacts
Option C - North	> Potential growth corridor along A15 linking potential sites at Riseholme, Showground and RAF Scampton	<ul style="list-style-type: none"> > Riseholme site located in green wedge > Impact on villages along Lincoln Cliff and Area of Great Landscape Value 	<ul style="list-style-type: none"> > Potential for transport improvements to A15 corridor > Potential to use existing facilities at Riseholme, Showground and RAF Scampton 	<ul style="list-style-type: none"> > Availability and landowner intentions at RAF Scampton and Showground not defined at present > Locations are environmentally sensitive
Option D - North East	North East Quadrant (Greetwell area): > Proposed sustainable urban extension of up to 2000 houses. Masterplanning work commenced	<ul style="list-style-type: none"> > Requires road access from Eastern Bypass or purpose-built road > May be issues with ground stability and drainage 	<ul style="list-style-type: none"> > Potential to regenerate eastern side of Lincoln > Relatively close to Lincoln and its facilities 	<ul style="list-style-type: none"> > Dependent on Eastern Bypass/ accessroad and resolution of other planning issues
Option E - South East	South East Quadrant (Canwick Heath): > Proposed sustainable urban extension of up to 10,000 dwellings between Bracebridge Heath and Canwick	<ul style="list-style-type: none"> > Requires road access from Eastern Bypass or new purpose-built road > Potential issues with water resources and run-off on surrounding areas > Traffic generation and transport linkages to Lincoln 	<ul style="list-style-type: none"> > Not located in area of flood risk SHLAA) 	<ul style="list-style-type: none"> > Previously identified by JPU partners as area for development after 2016 > Dependent on Eastern Bypass/ access road
Option F - South West	<ul style="list-style-type: none"> > Potential further growth of North Hykeham south of A46/Newark Road > Developer proposal for 1500 houses at Grange Farm. Adjoining sites already have planning permission for housing 	<ul style="list-style-type: none"> > Danger of urban sprawl unless development is well planned > Merges North Hykeham and South Hykeham village and erodes green wedge > Traffic generation and infrastructure delivery need addressing 	<ul style="list-style-type: none"> > Proposed site at Grange Farm could provide some new facilities in this area > Located near to new employment areas in south west of Lincoln > levels of commuting 	<ul style="list-style-type: none"> > Growth in this direction has already been occurring for several years by piecemeal development, but without significant new facilities or transport improvements to Lincoln
Option G - Expand Witham St Hughs	> Potential further expansion of Witham St.Hughs as a new settlement	<ul style="list-style-type: none"> > Transport linkages to Lincoln > Will development support Lincoln's growth or will it be a dormitory for commuters to Newark, A1 and East Coast Main Line? 	<ul style="list-style-type: none"> > Re-use of former RAF site > Growth potentially linked to Lincoln and Newark Growth Points 	<ul style="list-style-type: none"> > Current development largely completed for 1200 dwellings with associated community facilities, shops, employment and open space.

LINCOLN CITY CENTRE

Lincoln's City Centre is Central Lincolnshire's main hub for shopping, employment and other facilities including leisure, arts, tourism, public services and higher education. It also has a lively evening economy based on its restaurants, bars and cultural venues including the Drill Hall, Engine Shed and theatre.

The City Centre has seen many changes and improvements in recent years, including the establishment and growth of the University of Lincoln, the regeneration of the Brayford area, and the establishment of a cultural quarter based around the Collection, Drill Hall, etc.

As Central Lincolnshire grows, Lincoln's City Centre will need to continue to evolve to ensure that its role as a regional centre is maintained and enhanced to meet the needs of residents and visitors.

City Centre Masterplan

Lincoln City Council has already started planning for the future of the City Centre, and has prepared a City Centre Masterplan. This seeks to improve the City Centre using a design-led approach that covers:

- > Opportunity sites for regeneration
- > Re-knitting the urban fabric by re-instating traditional street patterns
- > movement and street hierarchy.

The Core Strategy will carry forward this work in defining an overall vision and planning strategy for the City Centre. Opportunities to link the City Centre Masterplan to a more detailed LDF document or guidance covering the City Centre will also be explored.



Expanding the Shopping Core

Our evidence base indicates that Lincoln's shopping core will need to be expanded to accommodate growth in the retail sector as Central Lincolnshire's population grows and incomes rise.

The current main area for shopping in the City Centre – called the Central Shopping Core - is shown on the map above. Retail development is required to locate within this area or close to it if no suitable sites are available.

The direction and extent of future expansion of the Central Shopping Core needs to be carefully considered to ensure that it does not undermine the compactness and “walkability” of City Centre shopping or the viability of existing shopping streets.

QUESTION 6.5 – Do you agree that the Central Shopping Core should be extended and if so in what direction?

City Centre Quarters

One approach to improving the coherence and useability of the City Centre is through defined quarters where similar uses are located together to support each other, such as museums and other cultural attractions. Several quarters exist in Lincoln (see map), and the JPU is considering whether the idea should be extended further as part its planning strategy for the City Centre.

QUESTION 6.6 – Do you agree that quarters should be used for planning the City Centre?

Do you have any suggestions for other quarters or alternative approaches?



REGENERATING LINCOLN

Lincoln has an ongoing legacy of areas and communities with regeneration needs, including:

- > derelict and disused land left behind from the decline of former industries, etc
- > inner urban areas and neighbourhoods with aging housing or poor quality environments
- > other areas of housing with high levels of social deprivation.

Much has been done to regenerate Lincoln in recent years, including major redevelopment in parts of the City Centre (University of Lincoln; Brayford; Danesgate area; etc) and neighbourhood management initiatives in the most deprived wards including St.Giles and Moorland. Continuing to build on these successes is a key challenge, as identified in Lincoln's Sustainable Community Strategy (SCS).

The Core Strategy aims to help deliver the regeneration aspirations of the SCS through policies that:

- > promote the re-use of urban brownfield land
- > encourage high quality regeneration of opportunity sites
- > support the regeneration of neighbourhoods and building of strong of communities.

QUESTION 6.7 – Where do you think the main regeneration priorities are in Lincoln?



TRANSPORT

Growth in the Lincoln area will inevitably have an impact on the transport network in and around the city. The JPU partners have been working together to develop a transport strategy for the Lincoln area. This sets out a number of proposals for addressing traffic growth and its impacts, including new roads, cycle and pedestrian infrastructure, park and ride, and quality bus corridors.

Park and Ride

The transport work on Lincoln includes a study looking at the viability of a park and ride system and potential sites. The three areas considered most suitable are to the west, east and south of the Lincoln. More detailed appraisal work is currently being undertaken on the area to the west of the city, in the vicinity of the A46/A57 junction, based on the availability of existing road infrastructure and the potential to attract most users including commuters and visitors to Lincoln.

The results of this work will be subject to public consultation as part of the planning process, including any specific site proposals.

New Roads

The Lincoln Eastern Bypass and East-West Link Road form a key part of Lincoln Transport Strategy and both schemes have had public consultation. They aim to provide relief for traffic congestion, as well as having other benefits including:

- > creating more space for alternative modes in the city centre
- > supporting housing growth
- > improving access to parts of the City including the bus station and regeneration sites.

However, the current economic situation makes funding for major infrastructure works uncertain, at least in the short term. Whilst this can create difficulties for planning when and how development can come forward, it also provides the opportunity to consider whether alternative approaches may be more appropriate.

QUESTION 6.8 – How should Lincoln respond if there is insufficient funding for major new roads?

Option 1 - Continue to pursue the schemes in the current Lincoln Transport Strategy

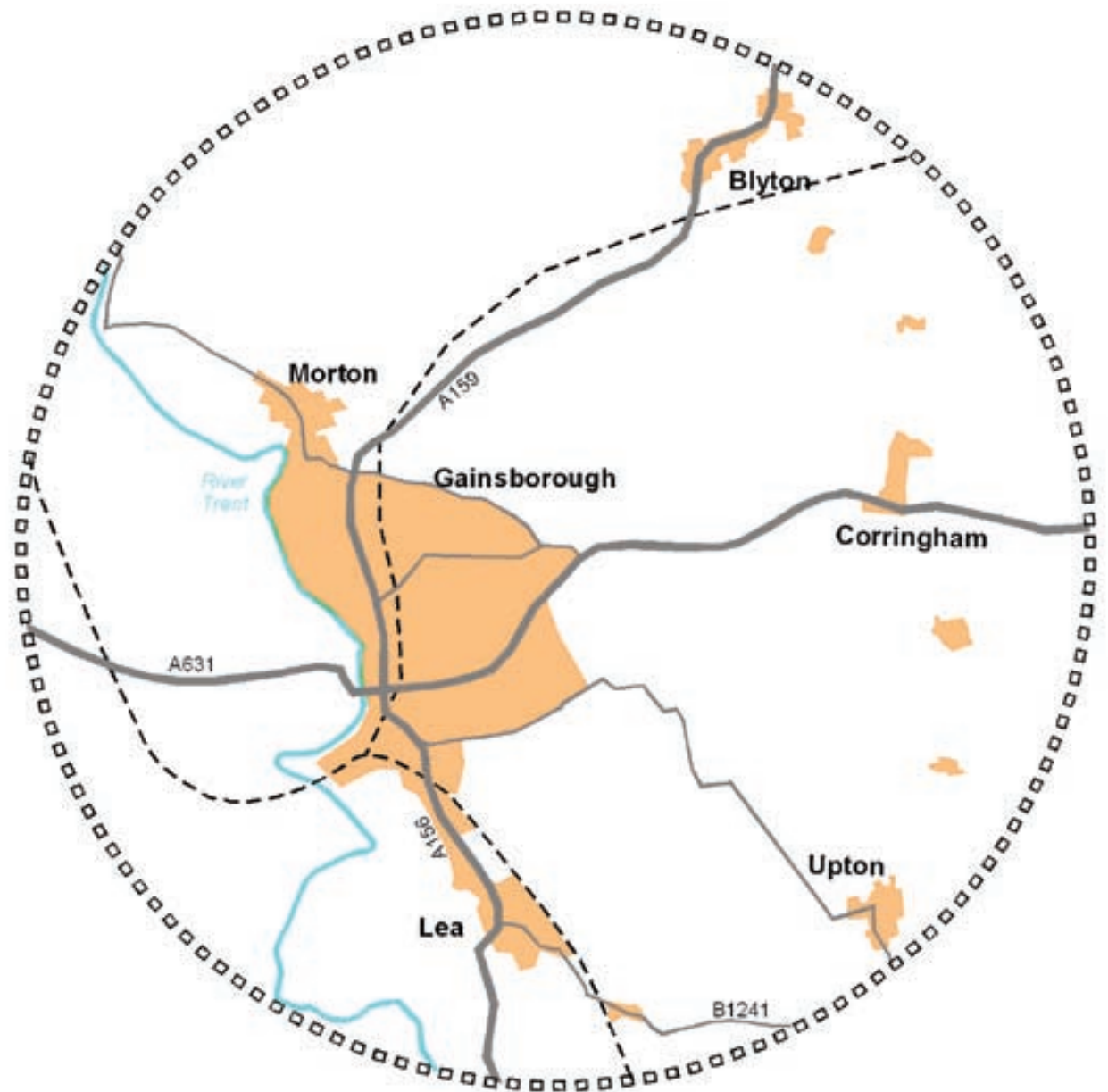
Option 2 - Develop a new strategy for Lincoln that focuses less upon building new road infrastructure and more upon making provision for alternatives to the private car

7 THE GAINSBOROUGH AREA

Gainsborough is the second largest settlement in Central Lincolnshire, providing employment, services and facilities for the surrounding villages both in Lincolnshire and (to the west of the River Trent) in Nottinghamshire.

An important inland port and agricultural market centre during the 19th century, the town grew steadily until World War II as heavy engineering industries prospered. The closure of large employers brought about by the decline of manufacturing has led to a whole range of economic and social issues and left the town centre with a legacy of decay and deprivation.

Over the past 15 years major efforts have been made to turn around the fortunes of the Gainsborough area. This chapter focuses on the planning issues for Gainsborough and its relationship with the adjoining villages of Morton and Lea and the surrounding countryside. The future strategy for the town is key to its regeneration and the prosperity of the wider area that it serves.



GAINSBOROUGH TODAY – A PROFILE

Gainsborough:

- > is the main employment, retail, service and administrative centre for West Lindsey
- > has a population of about 17,500 (excluding Morton and Lea) with below average numbers of young adults and above average numbers of older people
- > has communities that are ranked within the most overall deprived in England, including one that is within the top 5% most deprived. Deprivation from education, employment and crime are of particular significance
- > Has a higher than average proportion of terraced housing, much of which is in poor condition and/or privately rented. Despite lower than average house prices, affordability is a problem due to low wage rates
- > has higher than average unemployment and a shortage of skills amongst the local workforce
- > has a recently opened 'state of the art' Educational Village plus a grammar school that performs at significantly better than the national average
- > has large areas of the lower town and town centre within Flood Risk Zones 2 and 3
- > mostly lies within an Area of Great Landscape Value and is surrounded by pockets of land protected for their biodiversity or quality of historic landscape
- > has a unique riverside setting including a prominent escarpment feature cut by the River Trent that affords extensive views across the valley
- > has one of the finest medieval manor houses in

the country, Gainsborough Old Hall, and other high quality heritage and contemporary buildings, both within the town centre and alongside the river

- > has significantly enhanced its retail offer by the opening of Marshall's Yard.
- > has sizeable derelict former industrial sites in and around the town centre in need of regeneration



DRAFT VISION FOR THE GAINSBOROUGH AREA:

By 2026/2031, Gainsborough will be a socially balanced, economically prosperous and environmentally sustainable town where people choose to live.

The population will have had large scale growth, based upon 21st century "green" urban design principles and the revival and integration of the town's built heritage into its historic form and setting.

There will be a wide range of employers providing high quality jobs that appeal to young professionals and cater for the needs of the wider community.

It will be a town that has embraced the opportunities and challenges presented by climate change. It will have reduced its emissions per head of population, effectively managed its water supply and flood risk, and will be engaged in a low carbon economy.

Gainsborough will have an enlarged high quality, well-designed town centre based on a restored historic urban core that re-connects with, and capitalises on, its ancient relationship with the River Trent.

A network of Greenways for pedestrian, cycle and bus routes within a landscaped setting will have been created, taking advantage of the compact form of the town.

DRAFT OBJECTIVES FOR THE GAINSBOROUGH AREA

In addition to the overall objectives for Central Lincolnshire, the JPU proposes the following Core Strategy objectives for the Gainsborough area:

1. Increase the supply and affordability of housing
2. Develop community infrastructure, including education, healthcare, policing, leisure and recreation
3. Diversify the range of new and existing businesses based in Gainsborough, providing a variety of higher skilled jobs
4. Improve transport infrastructure that enables alternative transport options to the car
5. Improve the retail and commercial strength of the town centre

▼ Waterfront regeneration in Gainsborough



PLANNING FOR GROWTH IN THE GAINSBOROUGH AREA

The regeneration of Gainsborough is a priority in the RSS. To achieve this, West Lindsey and its partners are pursuing a strategy of long term major growth for Gainsborough. Growth Point status supports this strategy. The Government is also awarding funding for development to be delivered to Eco-town standards.

The extent to which the town should grow is addressed under Theme 3. This section is concerned with where growth should go.

In 2007 West Lindsey sought views on issues and options that needed addressing in a Gainsborough Area Action Plan (GAAP). Feedback from the consultation exercise has helped to inform this chapter. The provisional LDS identifies GAAP as one of the proposed documents for the Central Lincolnshire LDF.

What form should growth take?

The Gainsborough (West Lindsey) Growth Point Programme of Delivery identifies the creation of 3 new sustainable urban extensions (SUEs) to the town. West Lindsey has granted outline planning permission for one of these, to the south for 2,500 new homes plus employment, retail, open space and community facilities.

The JPU is assessing whether the further development of SUEs is the best strategy for accommodating growth in the Gainsborough area. There are a number of alternative forms of development that might be considered, as set out in the adjoining table. These are not necessarily exclusive to each other, and could be combined in some cases.

OPTION	MAIN IMPLICATIONS
<p>OPTION 1 - Sustainable urban extensions</p> <p>New growth concentrated in 2 - 3 major developments of around 2,500 dwellings adjoining or near the edge of Gainsborough.</p>	<p>Urban extensions are 'masterplanned' to provide facilities alongside new housing.</p> <p>These requirements can be identified and delivered as part of development. Major opportunities for low carbon energy.</p> <p>Some loss of open land adjoining town, but opportunity to plan for major new green infrastructure.</p>
<p>OPTION 2 - Piecemeal growth</p> <p>Gainsborough expands as individual sites adjoining or near the town are brought forward by developers, with an emphasis on sites of between 50 – 500 dwellings.</p>	<p>Adds incrementally to use of Gainsborough's existing facilities, and generally less able to fund full range of facilities and needs that it generates.</p> <p>This option may struggle to provide sufficient housing.</p>
<p>OPTION 3 - New settlement(s)</p> <p>One or more completely new settlements planned from scratch in locations at some distance from Gainsborough.</p>	<p>'Masterplanned' to include infrastructure and can also have low carbon energy built in.</p> <p>However, new settlements need to be very large to attain self-containment, and will otherwise generate high levels of commuting.</p> <p>Loss of countryside where new settlement(s) built but would reduce loss of land at edge of Gainsborough itself.</p> <p>May undermine regeneration of Gainsborough.</p>

<p>OPTION 4 - Expanded nearby villages</p> <p>Focus new housing on existing villages near to Gainsborough.</p>	<p>May undermine regeneration of Gainsborough.</p> <p>Infrastructure likely to be difficult to fund and deliver.</p> <p>Loss of distinctiveness of host villages</p>
<p>OPTION 5 – Brownfield land</p> <p>Focus new housing on previously developed land within the Gainsborough’s existing built-up area.</p>	<p>Insufficient land to meet Growth Point aspirations.</p> <p>Some of town’s brownfield sites in Flood Zones 2 and 3.</p> <p>Enhance decayed environment.</p> <p>Contamination and remediation issues</p>

Both existing proposals and suggested new locations are being assessed in detail as part of the Eco-town initiative.

In this consultation, we are seeking views on the broad directions in which Gainsborough should expand (see options on next page).

How will Gainsborough’s setting, biodiversity and open space be protected as the area grows?

Much of the countryside around Gainsborough, Morton and Lea is designated under current local planning policy as being of Great Landscape Value and has a number of individual sites protected for their biodiversity or environmental importance.

With the level of growth being suggested for Gainsborough, the protection and enhancement of its ‘green infrastructure’ for the benefit of people and biodiversity, and for managing flood risk, will be ever more important. The JPU is considering how these areas can continue to be protected. Within the built-up area of the town itself, the current local plan aims to protect areas of open space and especially the Gainsborough escarpment, due to the impact that development would have on views both east and west across the Trent Valley.

Protecting the distinctiveness of Morton and Lea

Current local planning policy also protects against the merging of Lea into Gainsborough through the designation of a ‘Settlement Break’. The JPU wants to know whether such a break in development should be retained or extended, and also whether Morton should similarly have a break.

QUESTION 7.1 - Which form of growth do you think is best for the Gainsborough area?

- Option 1** - Sustainable urban extensions
- Option 2** - Piecemeal growth
- Option 3** - New settlement(s)
- Option 4** - Expansion of nearby villages
- Option 5** - Brownfield land
- Option 6** - A combination of these Options

If choosing Option 6, please state what combination of Options you think should be used

Where are the potential locations for growth?

In addition to the 3 sustainable urban extensions put forward in the Growth Point, a number of other areas have emerged from the Core Strategy evidence base that have been put forward as suggestions for development.

QUESTION 7.2 - Should Lea and/or Morton be prevented from merging with Gainsborough? If so, how?

Option 1 - Retain a break between Lea and Gainsborough

Option 2 - Do not retain a break between Lea and Gainsborough

Option 3 - Extend the break between Lea and Gainsborough

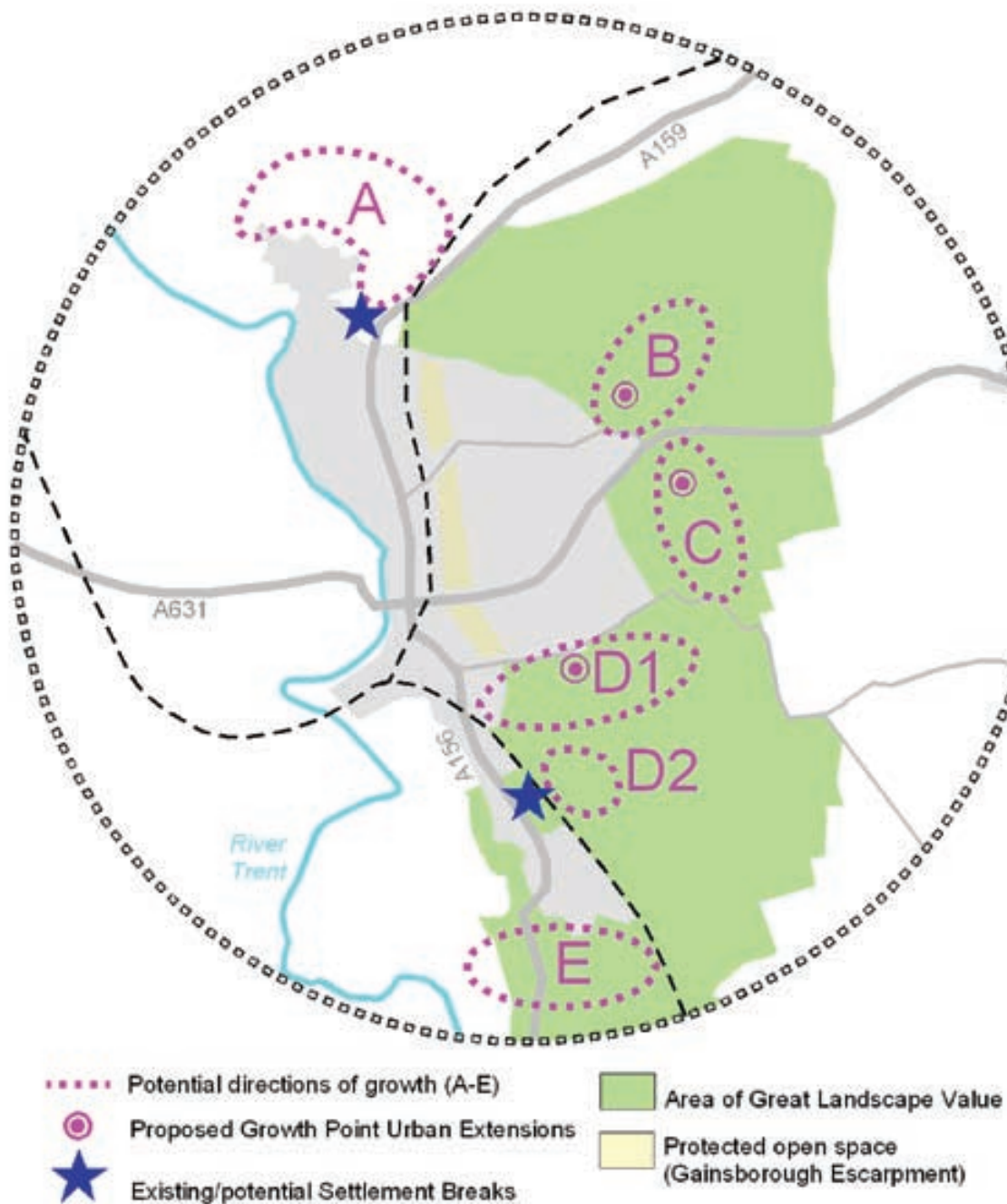
Option 4 - Protect the open tongue of land to the east of Morton

Option 5 - Do not protect the open tongue of land to the east of Morton.

Note: Options 3 & 4 may prevent or limit some of the development options in Questions 7.3 and 7.4 below

▼ *Allotments on the Gainsborough escarpment*





QUESTION 7.3 – Using the map on this page and the table opposite, which of the directions/locations for growth do you think would be best for the Gainsborough area?

- Option A** - North
- Option B** - North East
- Option C** - East
- Option D1** - South East
- Option D2** - South East
- Option E** - South
- Option F** - New settlement
- Option G** - Combination of Options B, C and D*

* This Option is the 3 urban extensions proposed in the Gainsborough Growth Point

QUESTION 7.4 - How should Gainsborough's 'green infrastructure' be protected and enhanced as the town grows?

Option 1 - Keep existing designations and network unchanged

Option 2 – Promote the connectivity of the existing protected areas to form a 'Green Corridor' around the built-up area

Option 3 – Continue to protect the Gainsborough escarpment, possibly under a specific designation

Option 4 – Do not protect the Gainsborough escarpment.

Note: a combination of these options may be possible

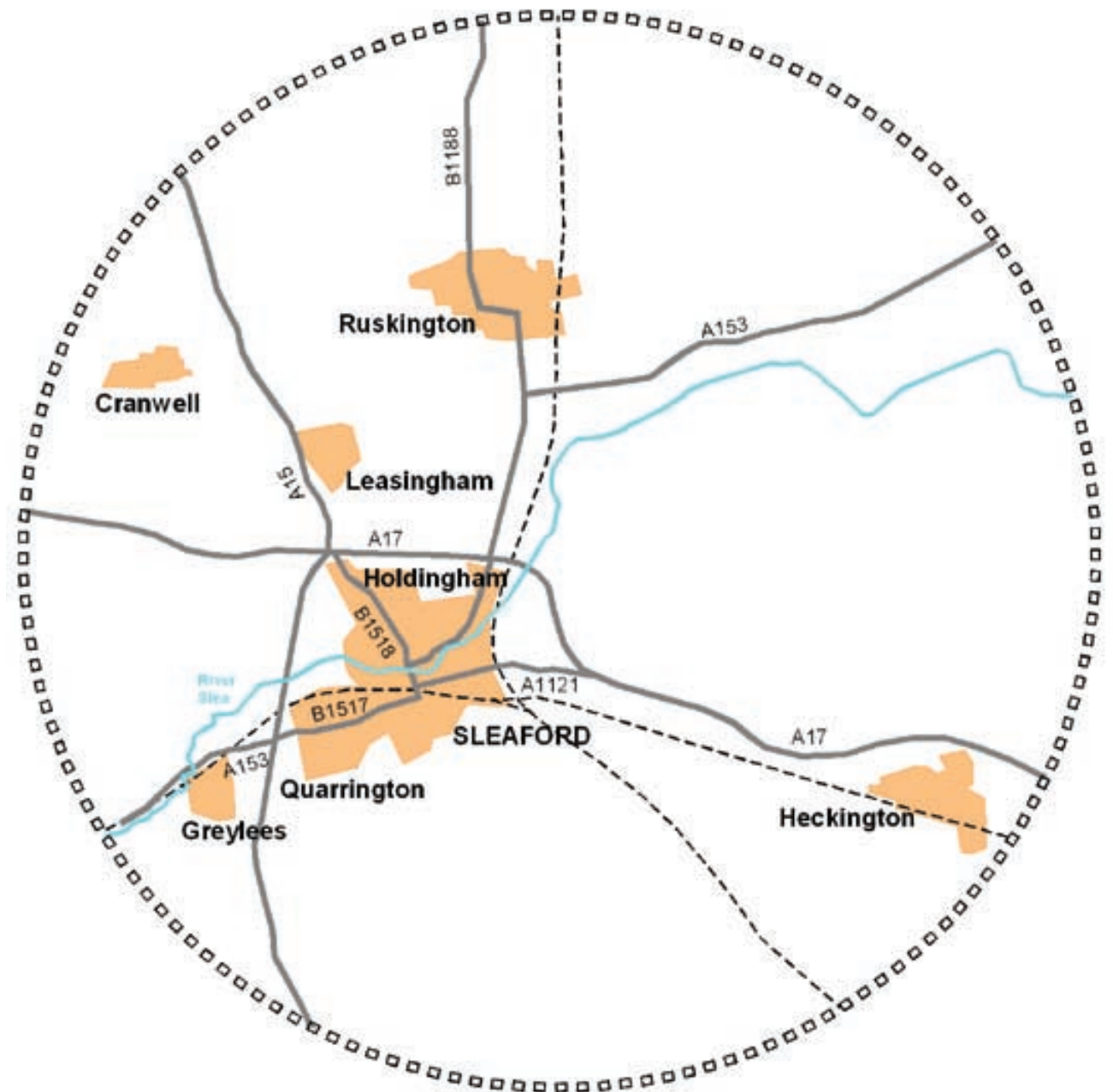
OPTION	Main Potential Sites and Current Status	Keys Constraints and Issues	Benefits and Opportunities	Deliverability
Option A - North	<ul style="list-style-type: none"> > Land to west, north and east of Morton > Sites included in SHLAA 	<ul style="list-style-type: none"> > Flood Risk > Loss of character and distinctiveness by further merging Morton and Gainsborough together 	<ul style="list-style-type: none"> > Opportunities for good connectivity to the town centre and supporting Morton services. 	<ul style="list-style-type: none"> > Untested
Option B - North East	<ul style="list-style-type: none"> > Gainsborough (West Lindsey) Growth Point Northern Urban Extension > Identified in Gainsborough Master Plan 	<ul style="list-style-type: none"> > Impact on Area of Great Landscape Value 	<ul style="list-style-type: none"> > Opportunities for good connectivity to the town centre and existing services 	<ul style="list-style-type: none"> > Expected to be longer term
Option C - East	<ul style="list-style-type: none"> > Gainsborough (West Lindsey) Growth Point Eastern Urban Extension > Identified in Gainsborough Master Plan 	<ul style="list-style-type: none"> > Impact on Area of Great Landscape Value 	<ul style="list-style-type: none"> > Opportunities for good connectivity to the town centre and existing services 	<ul style="list-style-type: none"> > Expected to be mid/longer term
Option D1 - South East	<ul style="list-style-type: none"> > Gainsborough (West Lindsey) Growth Point Southern Urban Extension > Outline planning permission already granted for land south of Foxby Lane 	<ul style="list-style-type: none"> > Impact on Area of Great Landscape Value 	<ul style="list-style-type: none"> > Opportunities for good connectivity to the town centre and existing services 	<ul style="list-style-type: none"> > Expected to be deliverable in the short/ mid term
Option D2 - Extended South East	<ul style="list-style-type: none"> > Gainsborough (West Lindsey) Growth Point Southern Urban Extension plus land north of Lea identified in SHLAA 	<ul style="list-style-type: none"> > Loss of character and distinctiveness by merging Lea and Gainsborough together > Adjacent to ecologically sensitive sites, including ancient woodland > Impact on Area of Great Landscape Value 		<ul style="list-style-type: none"> > Untested
Option E - South	<ul style="list-style-type: none"> > Land to south of Lea 	<ul style="list-style-type: none"> > Moves development further away from services > Impact on Area of Great Landscape Value 	<ul style="list-style-type: none"> > Could support existing services/ provide additional services in Lea 	<ul style="list-style-type: none"> > Untested
Option F - New Settlement	<ul style="list-style-type: none"> > No site currently identified 	<ul style="list-style-type: none"> > Likely to be agricultural and impact on rural character > May add to commuting 	<ul style="list-style-type: none"> > Reduces impact of growth on Area of Great Landscape value 	<ul style="list-style-type: none"> > Untested

8 THE SLEAFORD AREA

Sleaford is a historic market town situated on the River Slea in the heart of Lincolnshire, and is the local retail hub and service centre for people living in its hinterland. Sleaford is characterised by its heritage assets mainly centred around its historic core.

Sleaford has experienced rapid population growth over the past 20 years and now has approximately 18,000 people with a further 30,000 people living within 10 miles of the town. This growth has largely been the result of people moving to the area attracted by the quality of life, low crime rates, relatively low house prices and good-quality education.

Through the regeneration of a former seed warehouse, Sleaford hosts the National Centre for Craft and Design (The Hub). The public sector is the main employment sector alongside agriculture and manufacturing. The town has lower unemployment rates than the national average but is an area of relatively low wages, largely due to significant levels of employment in the agriculture and food processing sectors.



SLEAFORD TODAY – A PROFILE

Sleaford:

- > serves a population of roughly 50,000, including those that live in the smaller villages within a ten mile radius of the town
- > offers significant services (daily and weekly shopping, specialist shops, financial and office services and medical services) but faces competition from nearby towns and cities
- > is home to the former Bass Maltings, a key regeneration site for Sleaford and site of cultural heritage importance
- > has well performing primary and secondary schools including St George's Academy (which also has schools at Ruskington and Billingborough), Kesteven and Sleaford High School, and Carre's Grammar School
- > offers its residents and visitors a variety of leisure and attractions including Navigation House, Cogglesford Mill, Sleaford Playhouse and Sleaford Leisure Centre
- > has one of the lowest recorded crime rates in the country and has relatively low levels of deprivation
- > Offers public transport links to London (via Grantham and Peterborough), Lincoln, Newark, Doncaster, Nottingham and Skegness

DRAFT VISION FOR THE SLEAFORD AREA:

By 2026/2031, the Sleaford area will be an attractive, lively and distinctive place providing good quality services including education, retail, leisure, arts and culture to meet the diverse needs of local and visiting people.

The Sleaford area will be a welcoming and accessible network of interdependent, sustainable communities which are well connected to each other and their surrounding areas, appealing to people who use public as well as private transport.

Key regeneration projects will have attracted new businesses, residents and visitors to the area creating diverse employment opportunities and desirable places to live, visit and socialise.

DRAFT OBJECTIVES FOR THE SLEAFORD AREA

1. Accommodate growth in a sustainable way that both complements and integrates with the existing business and residential communities
2. Ensure that the Town Centre can develop to become a more desirable place to access key services, shop and socialise
3. Enhance and diversify the economy to provide people with greater potential to live and work within the Sleaford Area



▲ *The Hub (National Centre for Craft & Design)*

▼ *Sleaford town centre*



PLANNING FOR GROWTH IN THE SLEAFORD AREA

A Masterplan for Sleaford is being prepared alongside the Core Strategy. Its findings will feed into the Core Strategy. However, it is clear that as Central Lincolnshire grows, the Sleaford area will also need to grow in terms of new homes, the economy and associated infrastructure. How much growth should go in the Sleaford area is considered under Theme 3 of this document. The SHLAA suggests that there are insufficient brownfield sites within the existing urban areas to accommodate the likely level of growth required, so new locations for growth will need to be found.

QUESTION 8.1 - How should we grow the Sleaford area?

Option 1 - Continue to plan for a limited amount of development adjoining the existing built-up areas of Sleaford and the larger surrounding settlements

Option 2 - Plan for a moderate amount of development adjoining the existing built up areas of Sleaford and surrounding settlements through new housing and and/or economic development allocations

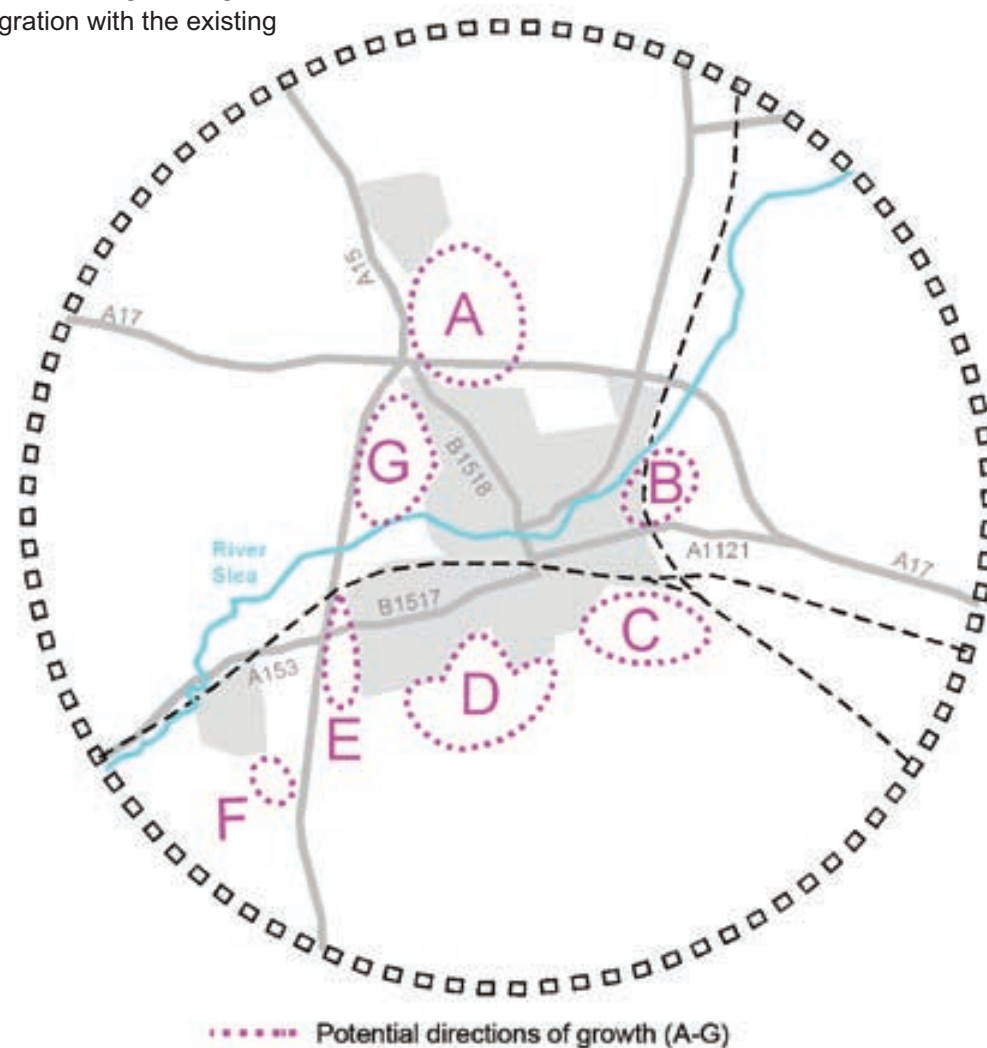
Option 3 - Plan for a significant amount of development adjoining the built up areas of Sleaford through large scale mixed use extensions and major extensions to key surrounding settlements

Option 4 - Focus less growth on Sleaford and more towards the surrounding settlements

Where are the potential locations for growth?

If it is considered appropriate for the expansion of Sleaford into the countryside, implications will be different for alternative locations. For example sewerage capacity, transport, and visual impacts are all locationally specific as are the opportunities presented for area enhancements through the right type of development and integration with the existing settlement.

QUESTION 8.2 – Using the map and table opposite, which directions for growth do you think would be best for the Sleaford area and why?



OPTION	Main Potential Sites and Current Status	Keys Constraints and Issues	Benefits and Opportunities	Deliverability
Option A - North of Sleaford	> Land between Sleaford and Leasingham promoted through SHLAA	> Mainly agricultural land > Could impact upon integrity of Leasingham > A17 acts as physical barrier to expansion of Sleaford into countryside	> Access onto A17 may be attractive for commercial enterprises	> Deliverability to be tested through Sleaford Masterplan
Option B - East of Sleaford	> Hoplands Depot and neighbouring land promoted through SHLAA	> Flood risk issues on part of site	> Part brownfield > Could take advantage of River Sleas as green corridor linking to town centre	> Deliverability to be tested through Sleaford Masterplan
Option C - South East of Sleaford	> Land off Mareham Lane promoted through SHLAA	> Mainly agricultural land > Risk of severance from town centre subject to future of level crossing > Future may be dependent upon redevelopment of former Bass Maltings	> Potential to integrate with former Bass Maltings	> Deliverability to be tested through Sleaford Masterplan
Option D - South of Sleaford	> Land east of London Road promoted through SHLAA	> Mainly agricultural land > Risk of severance from town centre subject to future of level crossing > Could be sewerage infrastructure capacity issues	> Developing part of area could act as infill to existing built-up area, having limited impact on open countryside	> Deliverability to be tested through Sleaford Masterplan
Option E - South West of Sleaford	> A number of adjoining sites promoted through SHLAA	> Mainly agricultural land > Risk of severance from town centre subject to future of level crossing	> Could take advantage of River Sleas as a green corridor linking to town centre > Well connected to A15 > Could be sewerage infrastructure capacity issues	> Deliverability to be tested through Sleaford Masterplan
Option F - South East of Greylees	> Land at Willoughby Road adjoining Rauceby Hospital Development promoted through SHLAA	> Agricultural land > Detached from Sleaford. Could prejudice integrity of Silk Willoughby	> Rauceby Hospital Development has a railway station. > Growth could potentially address issues surrounding access to services	> Deliverability to be tested through Sleaford Masterplan
Option G - West of Sleaford	> A number of adjoining sites promoted through SHLAA	> Mainly agricultural land	> Opportunities for good connectivity with town centre, the A15 and A17 > Could take advantage of River Sleas as green corridor linking to town centre	> Deliverability to be tested through Sleaford Masterplan

SERVICES, FACILITIES AND INFRASTRUCTURE IN THE SLEAFORD AREA

You have told us that substantial housing led growth in the Sleaford area over the last 15-20 years has not gone hand in hand with equivalent investment in local infrastructure.

Well planned growth could enhance existing local services and the employment and housing offer. However it is important to recognise that there is a fine balance between the scale of the growth required and the economic viability of strategic infrastructure required to facilitate substantive growth. We know that sewerage, energy and the road network are under significant strain and without investment in these specific pieces of infrastructure, they will act as barriers to substantial growth within the Sleaford area. The JPU therefore sees investment in these areas as top priorities which will need to be taken forward through Infrastructure Delivery and Investment Plans.

QUESTION 8.3 – What key local services and facilities and infrastructure do you feel the Sleaford area needs to support the development of sustainable local communities?

ENHANCING THE SLEAFORD TOWN CENTRE EXPERIENCE

Our evidence and consultations have told us that the town centre is underperforming. The retail offer is limited, for a settlement of its size, residents are choosing to shop in neighbouring centres and people are not using the centre as much as they could for leisure and recreational activities.

Proposals are advanced for the redevelopment of a number of key sites south east of the town centre, including the former Bass Maltings.



▲ *Bass Maltings, Sleaford*

A planning application has been approved for a Tesco Superstore and new link road providing access to the developments and designed to ease congestion in the town. These developments have already been the subject of extensive consultation and will remain key priorities as they will make a key difference in addressing some of the town centre issues.

The availability of parking within or adjoining the town centre generates congestion but is also popular with businesses. On the other hand, parking takes up large volumes of valuable, centrally located land which may be made better use of.

QUESTION 8.4 – How can we promote Sleaford Town Centre as a desirable destination for tourists and a place which meets the lifestyle needs of current and future residents?

You may want to consider the role and identity of the Town Centre, how we use our key assets and how we can make the best use of key development sites.

JOB OPPORTUNITIES AND BUSINESS GROWTH

Sleaford's main employment area is located to the north east of the town, taking advantage of the A17. In addition to North Kesteven District Council Offices, the predominant types of employment opportunities and businesses operating in the Sleaford area are low skilled manufacturing or distribution based (agriculture food processing), although some small office developments have been successful such as The Point.

Our evidence tells us that there is a need for serviced offices and workshop accommodation for small business start ups. However, the national economy indicates growth in industries that are higher skilled and require offices or premises equipped to meet high technological needs.

We know that there are a number of barriers to economic growth in higher skilled industries in the Sleaford area, including the availability of high speed broadband and suitable sites.

QUESTION 8.5 – How should the economy grow in the Sleaford area and are there any particular barriers to attracting industries to the area?

Option 1 - Continue to plan for job growth in existing traditional industries such as agriculture, manufacturing and distribution

Option 2 - Plan to try and attract national growth sectors to the area

Option 3 - Encourage locally grown high skilled jobs

Option 4 - A combination of the above or other options

YOUR VIEWS MATTER

The Joint Planning Committee is committed to making as many local people aware of the Core Strategy as possible and involving them in the development of policies for Central Lincolnshire. Over the summer, stakeholders and community groups were involved in the preparation of this document and there now follows a six week consultation period on the Issues and Options raised.

The consultation period runs from the **25th October to 6th December 2010**.

HOW TO RESPOND

You can fill in the questionnaire:

- > on the pull out form in the centre of this document and post it to "FREEPOST NKDC" (no address or postage necessary)
- > online on the following web sites -
www.lincoln.gov.uk/ldf www.n-kesteven.gov.uk/ldf www.west-lindsey.gov.uk/ldf or www.lincolnshire.gov.uk/ldf
- > you can also write or e-mail your comments using the contact details below

If you have any queries then please do not hesitate to contact us.

✉ Central Lincolnshire Joint Planning Unit, c/o North Kesteven District Council, Kesteven Street, Sleaford NG34 7EF

☎ 01529 308233

✉ talkplanning@n-kesteven.gov.uk

WHAT HAPPENS NEXT

The Committee will consider the comments received and use them in the preparation of the Draft Core Strategy, which is timetabled for further public consultation in Spring 2011. The provisional timetable for further consultation stages in the preparation of the Central Lincolnshire Core Strategy is detailed below.





Central Lincolnshire
Joint Strategic Planning Committee

**This document is available in:
Large print, Braille, Audio tape, Electronic formats such as CD, Different languages**

**For a copy please contact the
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